

Appendix 1: Review of Previous Studies

Summary of General Studies

REGIONAL PLANS

FY 2002-2006 Transportation Improvement Program

This is the annual plan prepared by MAG to serve as a five-year regional guide to the funding and implementation of a transportation capital improvement program that will support preservation, management and expansion of public transportation services including highways, arterials, transit demand management and alternative mode improvements in Maricopa County. TIP projects are taken from the Long Range Transportation Program, the Short Range Transit Plan and from individual member communities' own programs. The plan covers five years of projects with identified funding.

MAG Long Range Transportation Plan 2001 Update

The LRTP is updated once a year and is based on a 20-year or longer time horizon. The objective of the plan is to identify pertinent trends for regional growth and the associated need for transportation improvements. It includes all modes of transportation. In 2001, it includes a 66% increase in freeway/expressway miles, 45% increase in street lane miles, tripling bus service, quadrupling express and commuter bus service and a 39-mile light rail transit system. The plan is fiscally constrained, based on a trend scenario of currently available revenue sources.

The LRTP will be updated following the completion of the MAG Regional Transportation Plan (RTP), which is scheduled for 2003. The results of this and the other area and background studies

currently in development for the RTP will provide a basis for the new RTP and LRTP.

1998 Regional Congestion Study

The purpose of the Congestion Study was to identify congestion in the regional roadway system. It was largely a data collection (i.e., traffic volumes and speeds) and traffic/volume/density analysis project to measure conditions on the network. This study, in conjunction with a similar analysis done in 1989, begins to shape trends over time and create a central repository of information that can be used to: 1) ensure the MAG travel demand model continues to reasonably reflect current and future conditions on the network, 2) provide input to regional studies and 3) provide a regional context for local traffic studies and design projects. The final presentation developed level of service maps that show conditions throughout the area divided into AM Peak, PM Peak and between freeway and local intersections. The analysis also classified the vehicle mix at 15 locations on the arterials and 27 locations on the freeways to determine what, if any, effect the composition of the traffic has on congestion.

NWATS Impact: In general, with some exceptions, the Northwest Valley in the late 1990s did not experience the same level of congestion as Phoenix or the East Valley. The notable exceptions, as expected are intersections and interchanges along Grand Avenue and I-17. Even I-10 did not show severe loading during PM peak times in 1999 (though the inbound AM peak was at LOS F from 91st Avenue eastward.) Some other locations suffered poor levels of service largely because they are not yet built to their ultimate capacity and are beginning to experience the rapid growth in the area. It is

very likely conditions will look more congested for the next analysis barring a major change in the transportation system.

MAG 1999 External Travel Survey

The external trip survey was designed to keep the MAG Travel Demand Model current and to account for changes in trip characteristics and changes in model area of coverage. For the model to properly reflect the trip making in the region, it must “feed” the appropriate number of external trips to the rest of the system. The last survey had been completed in 1986.

NWATS Impact: For the Northwest Area Transportation Study, there are four external stations (# 4 thru 7.) Among the important findings was that there is a reasonably concentrated flow of trucks through the area along SR 60 and US 93, but that total traffic volumes, for now, are still moderate.

MAG Desert Spaces Plan

“The Desert Spaces Plan identifies and recommends conservation and management strategies for natural resources and open spaces critical to the quality of life in the Valley.”

NWATS Impact: The primary application of this plan to the NWATS is the identification of critical areas worthy of preservation and/or protection to which access should be provided but which should not be used in the development of the transportation system. These can include washes, mountain areas, ridgelines, archeological sites, important vegetation or visual sites, etc. Specified examples in the Northwest Valley are the White Tank Mountains and the Agua Fria, Hassayampa and New Rivers.

Maricopa County White Tank/Grand Avenue Area Plan

This study covers a major portion of the NWATS area though it serves a broader purpose. In general, it seeks to establish the foundation for orderly development into the future so that quality of life is not sacrificed as the area grows. To that end, it promotes goals for land use, transportation, environment, and economic development.

NWATS Impact: The Area Plan identifies issues regarding the transportation system based on the input of stakeholders. The main concerns were to:

- Improve/widen or find alternatives to Grand Avenue
- Improve existing roadways
- Develop a public transit system
- Build railroad overpasses
- Complete Loop 303 (but some believe it should be moved away from Sun City)
- Build a new road to Lake Pleasant
- Build better links across New River
- Provide better east-west connections
- Need more bicycle routes
- Discourage through truck traffic
- Use Grand Avenue RR tracks as a light rail corridor

The plan also proposes goals to help mitigate the problems. The two key goals are to:

1. Improve the roadway network to meet future transportation needs, promote safety, and mitigate congestion.
2. Encourage the use of transit and alternative modes, especially for short trips where these modes are more competitive with the private auto.

Each of these is divided into a series of implementation objectives and policies.

MAG ITS Strategic Plan (2000)

The Strategic Plan was undertaken to define the future structure, planning and programming needs and responsibilities for ITS in Maricopa County following the success of the FHWA Model Deployment Initiative (AzTech). The plan recommends: 1) specific architecture objectives to ensure compatibility among jurisdictions, 2) a telecommunications plan that would move away from leased lines in favor of a WAN for ITS, 3) establishing MAG ITS Committee as the guidance and regional champion and 4) lays out a series of implementation strategies to ensure interjurisdictional coordination and compatibility.

Maricopa County Northwest Area Transportation Study (2000)

This was a comprehensive analysis of all surface transportation modes in the Northwest Valley as far west as the White Tank Mountains. The study produced a five-year capital program, a ten-year implementation plan, and a long-range transportation program (20 years) to support the transportation buildout network already adopted for the area. The study results were not adopted into local plans, but many improvements are identified that provide insight into key areas requiring additional analysis. Projects were identified by each jurisdiction and presented according to priority, implementation timeframe, cost, etc. Some of the same projects continue to be identified by local agencies as issues today. Municipalities that participated in the County study, however, have subsequently requested that MAG develop the Northwest Area Transportation Study (NWATS.) This study may require additional ongoing attention simply because it evaluated many of the same issues identified in the NWATS process.

CITY AND TOWN GENERAL PLANS

Most of the larger communities in the Northwest Valley have a General Plan that specifies a proposed long-range transportation plan. These plans have been summarized to reflect their main points. Most focus on balanced land use and transportation and making provisions for expanding alternative modes as the city grows. They also emphasize specific critical projects or programs within the community.

Town of Buckeye

- The Town shall be responsible for the planning of a sound integrated system of streets, trails and pathways in its Planning Area.
- The Town shall systematically require donation of right-of-way needs for major arterials (including parkways) and collector streets in its Planning Area.
- The Town shall establish priorities for the construction of major roadways and streets and I-10 interchanges within its Planning Area.
- The Town shall coordinate transportation planning and construction with neighboring units of government and transportation agencies.

City of Glendale

Based on public input received and related technical analyses, the following value-based goals were developed to guide the planning process:

- **Ensure Safe Travel:** All elements of the Glendale Transportation system will be built, maintained, and operated in a safe manner.
- **Support Alternative Modes of Travel:** Glendale will provide options to travel by automobile.

- Maintain Quality Neighborhoods and Environment: Transportation will not adversely impact neighborhoods or the environment.
- Provide Fair and Adequate Funding: Transportation funding will be fair and adequate to meet transportation needs.
- Strengthen the Economy: The transportation system will help support a strong economy in Glendale and the region.
- Assure Quality and Cost Effective Service: The Glendale transportation system will provide high-quality service in a cost-effective manner.
- Provide Regional Connectivity: The Glendale transportation system will be fully and effectively connected to the regional transportation system.
- Integrate Land Use and Transportation: Land use patterns and transportation systems will be integrated to help reduce congestion and provide convenient access.
- Integrate Loop 101 and the Lake Pleasant Parkway.
- Develop parks that have good roadway access.
- Improve road facilities before the population increases.
- Don't waste money on an airport. Continue to evaluate the airport feasibility study.
- What plans does Peoria have for increasing transit opportunities such as light-rail?
- Provide the maximum availability of bicycle facilities.
- The trail master plan outlines future trails for the city. These will be incorporated into the General Plan.
- Provide bike lanes throughout the city including Olive Avenue, Northern Avenue, and Peoria Avenue.
- Provide bicycle user facilities and path facilities in residential areas.
- Create a Bicycle Advisory Committee in the City.
- All bike routes need to be signed for alternative routes.

City of Peoria

- Use a "common sense" and balanced approach to planning the transportation network.
- Traffic control and red light enforcement is needed. A speed zone test is needed to determine the severity of speeding in specific areas.
- Truck traffic is a problem on Pinnacle Peak Road, Beardsley Road, and Northern and Olive between 91st Avenue and 115th Avenue.
- Traffic flow east and west is problematic.
- Bell Road is a very bad road.
- Semi-truck trailers (18-wheelers) need to stay off Monroe Road in front of City Hall.

City of Phoenix

The Circulation element of the General Plan discusses how to reduce the rate of increased traffic congestion, which is increasing faster than population growth. According to the General Plan, Phoenix needs to promote more alternatives to driving alone and to decrease the number and length of trips.

- Expanded Street Transportation System: Increase capacity of major streets and freeways and promote safety for drivers and pedestrians.

- **Neighborhood Protection:** Protect neighborhood local and collector streets from high-speed and cut-through traffic.
- **Mass Transit:** Expand bus service, construct high occupancy vehicle lanes and build light rail transit to link village cores, employment centers and major destinations in high demand corridors.
- **Airport Expansion:** Expand airport capacity and shift some service to reliever airports.
- **Pedestrian and Bicycle Environment:** Expand pedestrian and bicycle access to transit facilities by adding paths and trails, shade trees, lighting and grade separated crossings.

City of Surprise

The objective of the Transportation/Circulation element of the General Plan is to ensure that residents and visitors have a safe, efficient, effective, and convenient multi-modal transportation system. The system provides internal efficient travel connections while providing access regionally. The Transportation/Circulation element strives to complete the grid system. It is a priority to restrict developers from inhibiting construction of arterial roadways along section lines.

The specific recommendations include:

- Embrace promising transportation and information technologies.
- Work toward a “seamless” and coordinated transportation system.
- Encourage the use of transit and alternative modes of transportation by promoting development patterns that reduce the need for automobiles.
- Identify a connected bicycle network that extends and complements all bicycle plans and systems into and throughout the City of Surprise.

- Encourage convenient and safe pedestrian facilities.
- Improve gold cart access and safety in the City of Surprise planning area.
- Develop city “Transportation Design Guidelines” for the City of Surprise

Town of Wickenburg

The Transportation element of the General Plan identifies the general location and extent of existing and proposed major arterials, collector streets and street classifications. It considers multi-modal transportation options including transit, pedestrian and bicycle alternatives. The General Plan recommends the following for transportation planning considerations:

- Coordination, with ADOT, for implementation of the proposed, interim by-pass is necessary to alleviate traffic congestion (particularly trucks) in the Town center. Longer-term by-pass planning should route traffic around the community for connection with the CANAMEX Highway and realization of economic development Growth Areas opportunities.
- Internal circulation improvements may be coordinated through Capital Improvement Program and Master Street Plan prioritization. Arterial and collector streets are expected to provide a uniform and continuous roadway system, with particular attention to railroad grade crossings (e.g., Town Core, Vulture Mine Road) and street patterns in the southwestern portion of the community.
- A comprehensive pathway network, building on existing pedestrian linkages, is advocated for residents’ in-Town trips and tourist attractions. Multiple alternate modes of travel are promoted – walking

and bicycling; trails for horseback riding, mountain biking and hiking.

- Wickenburg Airport enhancements should also evaluate the potential use of Town-owned facilities at Forepaugh to accommodate regional aviation demands.

HIGHWAYS

MAG Grand Avenue Corridor Study (Beardsley Canal to 7th Avenue)

This study covers 14 separate options for how to address the major challenges associated with the Grand Avenue Corridor including how to integrate transit and mitigate the impacts of development. The study concluded that there was significant interest in major improvements, but that there was no clear consensus regarding what they should be. The choices were narrowed to three: alternating grade separations, limited expressway, and full expressway.

MAG Grand Avenue Major Investment Study

Following the Corridor Study, the MIS limited the analysis to two options, alternating grade separations and limited expressway, between the shortened project limits of I-17 and Loop 101. The full expressway was dropped because of high cost and a lack of local support. The MIS recommendation was to build the alternating grade separations at six-legged intersections at a total cost estimated at \$180 million, to be implemented by 2007. The NWATS findings will take account of the results of this study as part of the baseline condition to be modeled in the testing of long-range options for the overall Northwest Valley transportation system.

US 60-US 93 Wickenburg Realignment – Corridor Location Report

The objective of the study was to identify corridors that would take traffic around downtown Wickenburg but not undermine the community's vitality. A total of 34 alignments were evaluated resulting in the recommendation for further study of an East Corridor that would maintain a visual connection to Downtown Wickenburg and a West Corridor that would push the roadway outside the developed area. Both options avoid environmental impacts to many sensitive features in the area. The final decision has not yet been made about how the new route will be funded or when.

Roads of Regional Significance

The concept behind the Roads of Regional Significance (RRS) was to develop an arterial backbone that could help to improve mobility throughout the Valley. By establishing a network of roadways built to a high standard that could both move traffic and offer opportunities for other modes, the region could take some of the pressure off a limited freeway system. The RRS covered 542 miles of roads with emphasis on the key arterials in each community with specific guidelines designed to "homogenize" interjurisdictional travel and afford options to alternative modes. The cost of the system was estimated at \$2 billion. The report identified various options to fund the improvements of the system,

NWATS Impacts: The RRS includes the key roadways in the Northwest Valley and forms the basis and solution of many of the issues to be addressed in NWATS. System continuity, river crossings, superstreets, etc. may all best be addressed in the context of the intent of RRS as priority corridors for the future transportation system.

West Area Transportation Study (1985)

This study recommended a freeway or consideration of grade-separated intersections along Grand Avenue.

Central Area Transportation Study (1985)

Recommended a variety of highway improvements including the Paradise Parkway as a solution to the Grand Avenue problem in the Northwest Valley.

East-West Mobility Study (Underway)

The study is to develop strategies for roadway improvements that address east/west mobility in an area between (and including) Thunderbird/Waddell Road and Northern Avenue, extending from Loop 303 to SR-51. East/west mobility in this part of the metropolitan region is a continuing concern, in view of growing travel demand and the spacing of regional facilities serving the area. Cost effective strategies that improve east/west traffic flow are needed to help mitigate significant constraints on east/west mobility in the future. The overall goal of the study is to recommend concepts for improving east/west mobility by enhancing traffic flow and the capacity of the road network in the study area. The study recommendation will identify feasible improvement project concepts, costs and evaluate cost effectiveness. It is anticipated that options considered would include: signing improvements, directional bias/ reversible lanes, signal synchronization/coordination, ITS, removal of access, medians/turn restrictions, intersection improvements, gap closures, street extensions/ widenings, installation of bus bays, and grade separations.

NWATS Impacts: A major portion of the East-West Mobility Study is located in the Northwest Valley and its results will need to

be coordinated in the alternatives to be developed for NWATS.

MAG Freeway Bottleneck Study (Underway)

The purpose of the Freeway Bottleneck Study is to identify and analyze bottlenecks, and to evaluate freeway Level of Service (LOS) and rank projects to improve these bottlenecks. In this study, freeway traffic data will be collected on the existing freeway system throughout the Valley. These data will include traffic density, queue, and volumes, etc. It will then be determined where bottlenecks are, how to improve them, the cost to improve them, etc. Future traffic on the freeways will be forecasted. Future bottlenecks will be identified, operational and other benefits of the freeway improvement projects will be calculated, and freeway improvement projects will be ranked based on the above analysis. In addition, the traffic data collected will be used by MAG member jurisdictions and private organizations for various other traffic studies.

During discussions on the bottleneck study with the MAG Management Committee structure, three major other study needs were identified. The three tasks are:

- Expand the crash data to include the entire freeway system and to include a more detailed evaluation of freeway crashes.
- Develop an interchange spacing policy for the urban area to provide guidance on the construction of additional traffic interchanges on the freeway system.
- Identify and evaluate future freeway configurations necessary to carry traffic at an acceptable Level of Service through the year 2040.

NWATS Impacts: The findings of the Bottleneck Study will determine where in the

Northwest area freeways additional investment will be required to improve freeway operation or reduce safety concerns.

TRANSIT

Peoria Transit Plan

The City of Peoria undertook the development of the Transit Plan as a guide for transit investments and transportation decision-making over the next twenty years. Its focus is for a commitment to dial-a-ride in the next few years with a gradual shift to higher capacity service on extensions of key routes in the area. It is designed to be compatible with the overall vision, goals, policies and objectives established in the City's General Plan in the areas of Circulation, Conservation, Land Use/Growth Areas, economic development and Public Services. It focuses on a 2020 horizon year and offers guidance for investment in transit programs through 2020.

NWATS Impacts: The City of Peoria is one of the largest in the Northwest Valley and is a major player on the evolution of a future regional transit system. Peoria is critical to eventual extensions of fixed route and light rail service to the west.

Surprise Transit Plan

Surprise is the fastest growing community in the Valley of the Sun. It has many ambitious plans for the future and is interested in making transit a part of the future transportation program. In particular, the Transit Plan calls for an expansion of dial-a-ride service in the short term and a broadening of the City's participation in regional transit programs. In general, because of limited resources with which to fund transit improvements, Surprise will likely opt to wait for a source of regional funds to expand services to any significant degree. In the short term, the City is working

with RPTA and its neighbors to offer better dial-a-ride programs that take riders where they really want to go. With some assistance from the neighbors, Surprise would like to begin a short loop system that connects the important destinations for community residents as a means to begin to grow the program.

NWATS Impacts: As with Peoria, Surprise is a geographically large city with some significant influence over how the transportation system evolves. The transit plan will help to guide the NWATS transit plan development recognizing the gradual nature of a shift from highway emphasis to a more balanced plan.

MAG Park-and-Ride Study

The objective of this study was to identify possible park-and-ride lots that would support the use of expanded express bus services and take advantage of the growing network of HOV facilities in the region's freeway system. Based on a series of criteria for target geographic areas and possible sites, the project identified ten sites for short-term development and ten sites for longer-term development where rights-of-way could be preserved. The recommendations included a management and operations plan for the system and priority programming and implementation strategies. The project report and recommendations were approved by the MAG Regional Council in January 2001, and were incorporated into the 2001 update of the MAG LRTP.

NWATS Impacts: There are eight sites in the recommended plan within the Northwest Area. Four are in the near-term plan and four in the long-term plan. These will be instrumental in establishing or strengthening express bus service in the short-term, but also very important in the long term as fixed route and possibly light rail service grows to the west.

High Capacity Transit Plan

The MAG High Capacity Transit Plan will:

- The feasibility of commuter rail along existing rail corridors;
- Identify other high capacity alternatives for existing rail corridors where commuter rail is not feasible;
- Identify new high capacity transit corridors in areas without existing rail corridors;
- Create a regional high capacity transit system plan; and
- Develop an action/implementation plan to identify roles and responsibilities.

NWATS Impacts: The high capacity plan will assess opportunities for high capacity transit in many corridors through the Northwest Valley. The results of the study will need to be coordinated with NWATS.

BICYCLE/PEDESTRIAN**Maricopa County Bicycle System Plan**

The plan focuses on 112 miles of urban arterials that provide facilities for bicycling. It sets forth standards and considerations for the expansion of the bicycle system as well as costs and the funding options available to build the needed improvements.

NWATS Impacts: Many of the facilities identified are in the Northwest Valley and will need to be included in any recommendations for a long-term transportation plan. Future plans will need to address the location of the identified bicycle routes as some may conflict with other designated regional facilities (e.g., CANAMEX) and not prove compatible with bicycling. This may force a reconsideration of the design of the bicycle or highway system.

MAG Pedestrian Plan 2000

This is an update to the 1993 MAG Pedestrian Plan. The plan outlines programs and actions to promote better pedestrian accommodation throughout the region's transportation network. The plan includes flexible design tools, specifically roadside design performance guidelines.

This plan specifically focuses on pedestrian access and facilities. Roadway Performance Design Guidelines that specifically emphasize on improving pedestrian facilities with new road construction, and retrofitting existing facilities with landscape buffers, and meandering walkways to improve the pedestrian experience and encourage pedestrian activity.

NWATS Impacts: The Pedestrian Plan calls for the design guidelines to be incorporated into the MCDOT roadway design standards. This means that new roadway construction should defer to these specific guidelines to provide and improve pedestrian facilities.

West Valley Rivers Master Plan

This project is a flood control effort to develop non-structural solutions to potential flooding in the West Valley along the New River and the Lower Agua Fria River. As part of the project, there is a plan to take advantage of the floodplain management work to integrate open space and recreational uses. As proposed, the master plan includes 42 miles of non-motorized urban and rural trails for pedestrians, hikers, bicyclists and equestrians.

NWATS Impacts: the West Valley Rivers Master Plan directly affects Glendale, Peoria and Phoenix. A major element of their non-motorized transportation system will be invested in this program.

GOODS MOVEMENT

ADOT ITS-CVO Business Plan

The objectives of this business plan was to provide a framework for identifying problems within the current Commercial Vehicle Operations (CVO) and the opportunities for applying Intelligent Transportation Systems (ITS) to address these problems. Another objective was to develop a policy and consensus with state and local agencies and the motor carrier industry on the development and deployment of ITS and CVO. The business plan's ultimate goal is to improve and streamline mobility for motorists and the motor carrier industry.

Regional Context: The ITS/CVO business plan includes the Freeway Management System (FMS). The FMS is operated and controlled by ADOT Traffic Operations Center. The Traffic Operations Center operates the variable message signs along the Interstates in the Northwest Valley. Upon completion of the 265-mile Phoenix freeway system, the FMS will include monitoring via closed-circuit television (CCTV) that will include intersection signaling, mainline detection and ramp metering. Through the implementation and use of the FMS, motorists and motor carriers will be made aware of incidents and roadway conditions that could cause potential delays and in turn make accommodations in their travel patterns to avoid the incident areas and maintain mobility through the region.

The business plan also examines the issues involving CVO in Arizona. Most truck related trips are within identified "trucksheds" or areas where origins and destinations are usually regional or local. Enabling the streamlining of regulation in the CVO industry where 1 in 12 jobs in Arizona and nearly 70% in Arizona of all commodities are delivered was identified as essential. The plan outlined the inspection

and weighing policies of motor carrier vehicles and ways to eliminate the congestion that these activities can cause.

NWATS Impacts: Since the potential alignment of the CANAMEX priority corridor may bisect the Northwest Valley, the application and coordination of the ITS /CVO business plan could have mobility implications for the study area.

MAG Intermodal Management System

This plan was part of federal requirements to prepare a regional intermodal management system plan. It was an effort to simplify the interaction among modes and to help integrate transportation facilities and systems. The goals of the plan are to enhance the capability of transportation facilities, whether publicly or privately owned, to interact with each other in the most efficient cost-effective and least environmentally harmful manner. In order to accomplish this, the intermodal system was defined as enhancing the connectivity between modes as well as increasing the coordination of transportation decisions among modes.

NWATS Impacts: The IMS regional context and how it applies to the NW Valley Study Area is identified in the plan's goals and recommendations. Those recommendations were identified as the following recommended goals:

- 1) Provide convenient and rapid transfers between modes.
 - a. Establish the provision of seamless connections between transportation modes by making it easier to connect from one mode of service to another.
 - b. Establish transit schedules to reduce waiting time especially at transfer centers.

- 2) Provide better access to intermodal transfer points.
 - a. Extend existing or provide new public transit routes.
 - b. Build or designate bike lanes and provide bike lockers.
 - c. Build or extend existing sidewalks.

CANAMEX Corridor

Following the adoption of the North American Free Trade Agreement, discussion centered around how to provide expedited access for trucks from Mexico to Canada. ADOT and MAG were part of the designation of a preferred route that would take international truck traffic through or around the Valley of the

Sun. Starting with eight alternative routes connecting the I-10/I-8 interchange near Casa Grande and the SR 93/Vulture Mine Road intersection near Wickenburg, the various options were filtered through a set of ten evaluation criteria to provide the basis for selection of a preferred route.

NWATS Impacts: Following the study, a determination was made to select Wickenburg Road and Vulture Mine Road as the preferred route choice through the Northwest Valley. This decision will have implications for future truck traffic in the entire Northwest area and for general traffic in developing areas of Buckeye and Wickenburg.

Appendix 2: Consultation Documentation

AGENCY STAKEHOLDER WORKSHOP MINUTES

July 1, 2002 - Glendale Public Library

Attendees

MAG Member Agencies

Blanton	Joe	Town of Buckeye
Grover	Allan	City of Glendale
Tranberg	Dana	City of Glendale
O'Hare	Jon	Maricopa County Department of Transportation
Moody	David	City of Peoria
Nodes	Scott	City of Peoria
Herp	Don	City of Phoenix
Stephenson	Alan	City of Phoenix
Perl	Ellis	City of Surprise
Fooks	Mark	Town of Youngtown
Boggs	Stuart	Regional Public Transportation Authority
Eaton	Chuck	Arizona Department of Transportation

Other Stakeholders

Perica	Carol	Gabel Investments
Ring	Bill	LKY Development
Hubbs	Carole	PORA Planning & Zoning
Patten	Jerry	Rowland Co.
Kanig	Jeffrey A.	Sun City Grand Community Association

MAG Staff

Voigt	Chris	MAG
Tomasik	Jack	MAG

Consultant Team

Bresnahan	Jorie	Parsons Brinckerhoff
Gruver	Terry	Parsons Brinckerhoff
Hogan	Steve	Parsons Brinckerhoff
Snyder	Gregg	Parsons Brinckerhoff

Consultant Coordination

Matsen	Martin	Wilbur Smith Associates (SW Study)
Meronek	Linda	Wilbur Smith Associates (SW Study)

ITEMS DISCUSSED

Eighteen representatives attended the forum from cities and the general public. Following introductory remarks by the City of Glendale, the consultant team presented an update of the first phase of the project. Following on the presentation, the stakeholders divided into three separate groups to develop suggestions for transportation investments for the area.

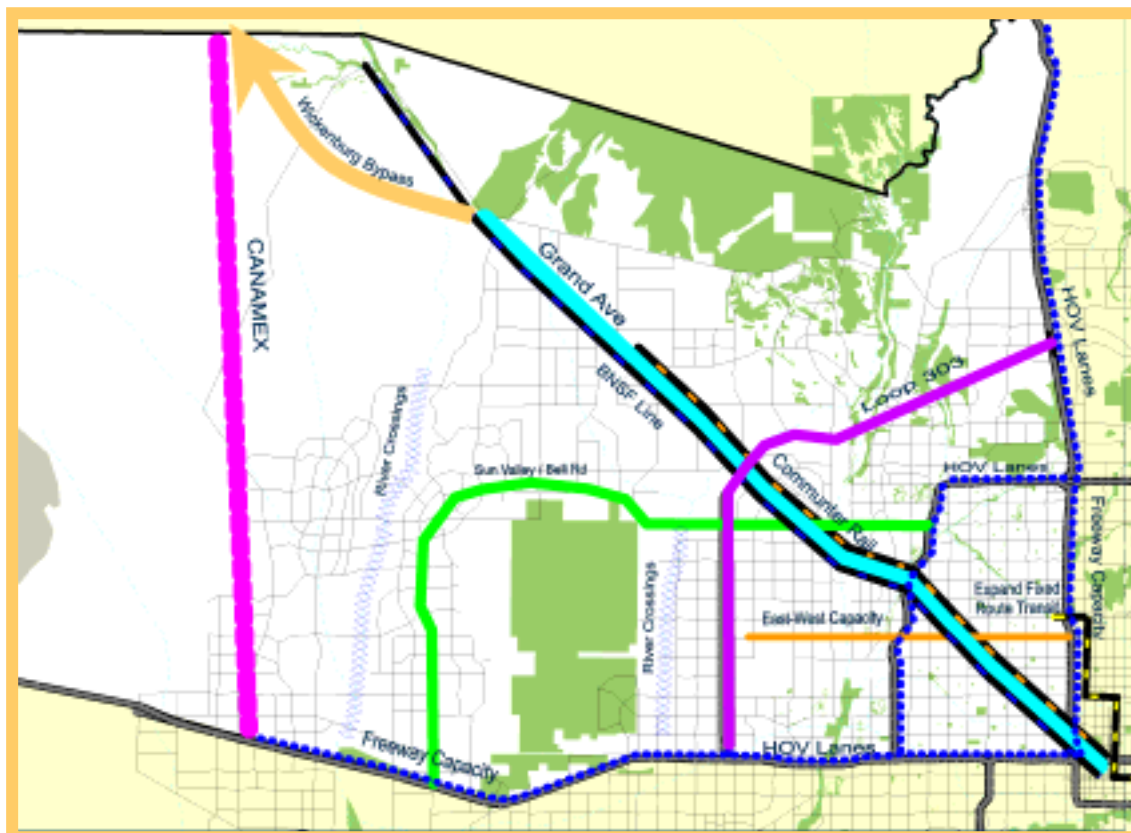
PRESENTATION (SEE COPY ON THE MAG WEBSITE, WWW.MAG.MARICOPA.GOV)

Steve Hogan provided an overview of the patterns of growth projected in population and employment for the Northwest Valley and the effect they are likely to have on the future transportation system. The trend in growth is clearly away from the developed areas along the major highway corridors (I-10, I-17 and Grand Avenue). The changes over the next 20 to 40 years show growth likely to outstrip roadway capacity even with the substantial improvements already planned.

TRANSPORTATION ISSUES IDENTIFIED TO DATE (FIGURE 1)

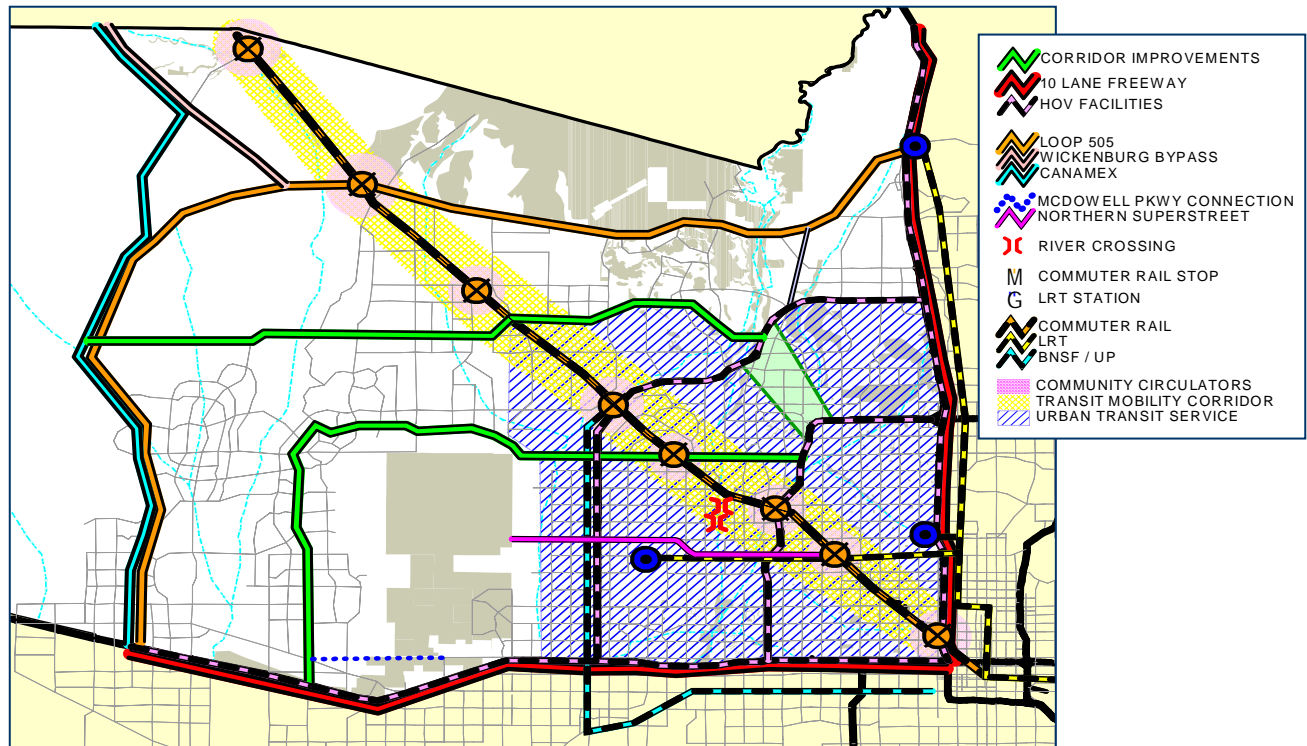
The consultant identified preliminary issues, considering input received in discussions with each of the jurisdictions and various other interests. The need for additional highway capacity and high-level facilities, such as freeways, was identified as a key issue. A map reflecting the most significant issues was presented to the stakeholders as a basis for group discussion and development of suggestions for future transportation improvements.

Figure 1 - ISSUES



The consultant presented draft solutions to the identified issues (see Figure 2). The draft emphasized not only potential highway improvements, but also potential transit development to enhance the capacity and accessibility of prescribed corridors. These potential new facilities are not funded. They are intended as illustrative examples only. Funding recommendations will be made in the RTP following the completion of the area studies.

Figure 2 – SAMPLE MAP

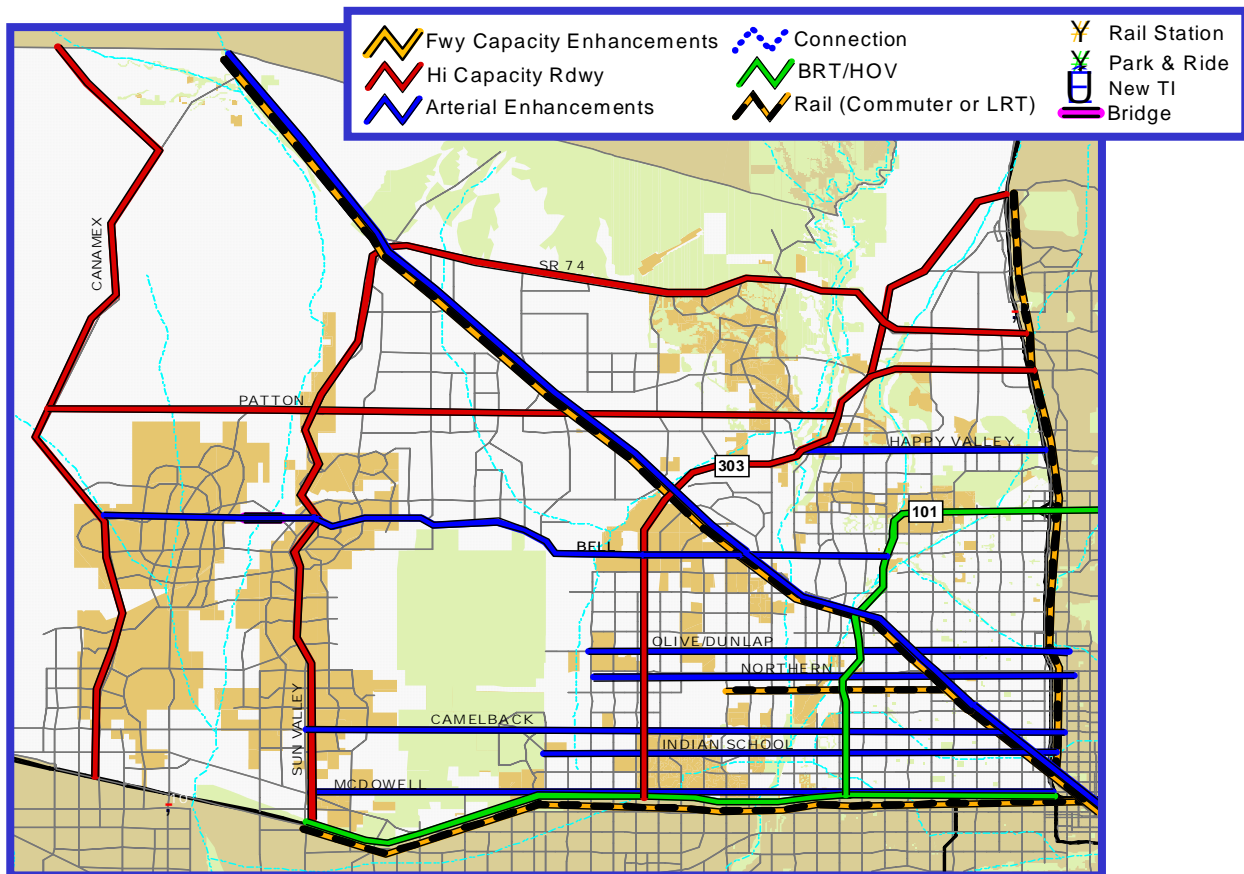


STAKEHOLDERS' SUGGESTIONS

Each of the three stakeholder groups worked to prepare and present suggestions for new transportation investments.

GROUP A

Figure 3 – SUGGESTIONS BY GROUP A



HIGHWAY COMPONENT

This group identified needs for a number of arterial and major roadway improvements to help improve the arterial grid and better manage traffic demands. They specified the following extensions and enhancements:

Arterials

- McDowell Road (Sun Valley Parkway to Phoenix)
- Camelback Road (Sun Valley Parkway to Phoenix, through the White Tank Mountains),
- Indian School Road (White Tank Park to Phoenix)
- Northern Avenue (Perryville Road to Phoenix)
- Dunlap Ave/Olive Road (Perryville to Phoenix)
- Bell Road (CANAMEX to I-17)
- Happy Valley Road (Loop 303 to I-17)

High Capacity Roadways

- Patton Road
- CANAMEX Corridor (Wickenburg Road and Vulture Mine Road),

- Sun Valley Parkway,
- Carefree Highway (SR 74),
- Grand Avenue, and
- A connection between New River Road and the Loop 303 Corridor
- This alternative assume completion of Loop 303 from I-10 to I-17 at Lone Mountain Road

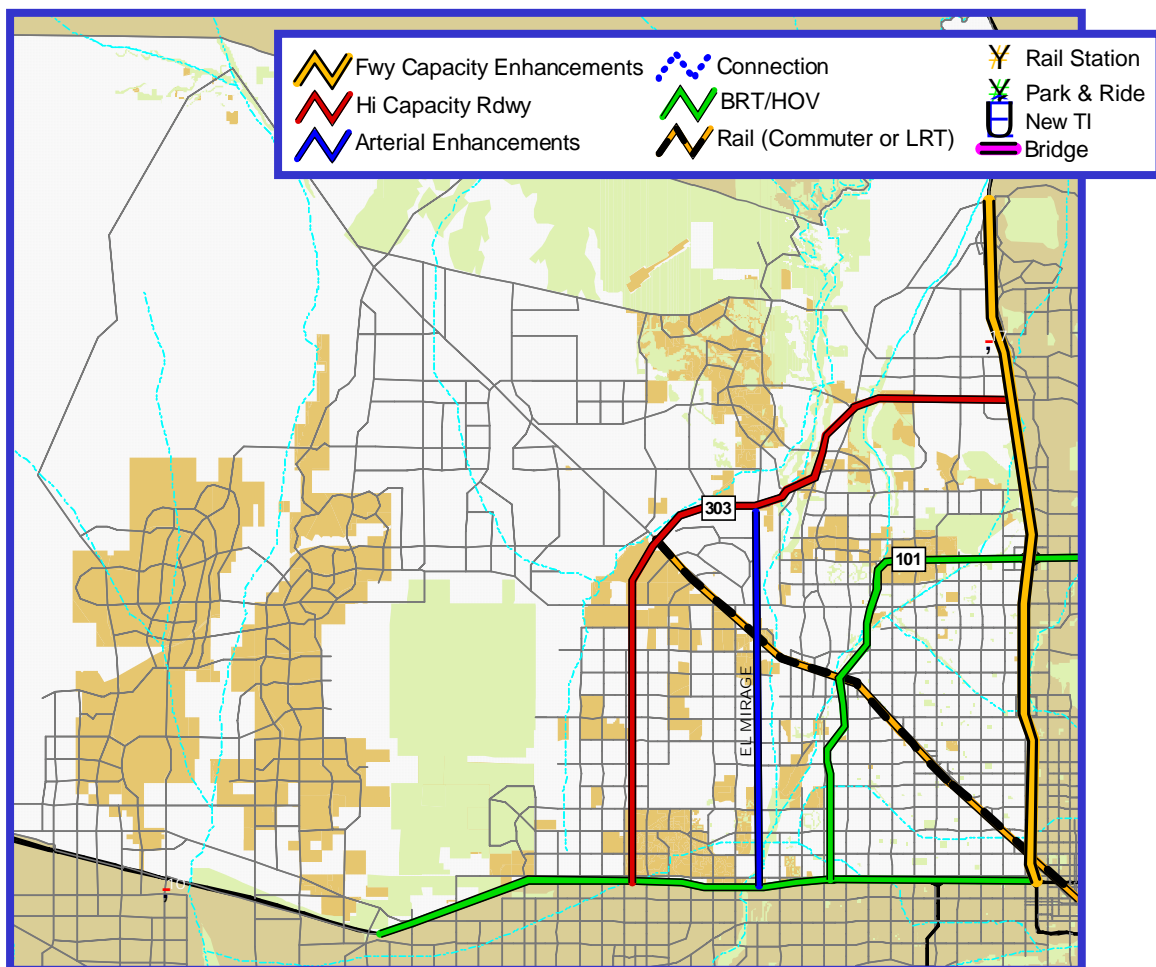
TRANSIT COMPONENT

In addition to expanded bus service, ambitious investment in transit improvements, including rail and other high capacity modes, was suggested:

- BRT/HOV lanes were proposed for I-10 and Loop 101
- Commuter rail from Phoenix to Wickenburg
- Commuter rail from Buckeye to Phoenix along I-10
- Light rail was suggested Glendale Ave from CP/EV to Luke AFB
- LRT along the I-17 corridor into North Phoenix

GROUP B

Figure 4 – SUGGESTIONS BY GROUP B



This group emphasized congestion mitigation through policy support and by expanding high capacity facilities within the already built up or building portion of the study area, primarily southeast of Loop 303. This option also focused on transit amenities in addition to the location of major transit service (e.g., identifying park and ride lots to help support transit service.)

HIGHWAY COMPONENT

- Complete Loop 303 as a parkway with limited truck allowances
- Create a major north-south arterial corridor along El Mirage Road (I-10 to Loop 303)
- Expand I-17 from Phoenix to New River
- Add four new interchanges along I-17, including Happy Valley Road
- Recognize need to build out arterial grid where possible
- Identify more east-west connections (although Youngtown prefers Peoria Avenue not extend across Agua Fria River)
- Identify more north-south connections
- Plan traffic signal locations to minimize impact on roadway carrying capacity

TRANSIT COMPONENT

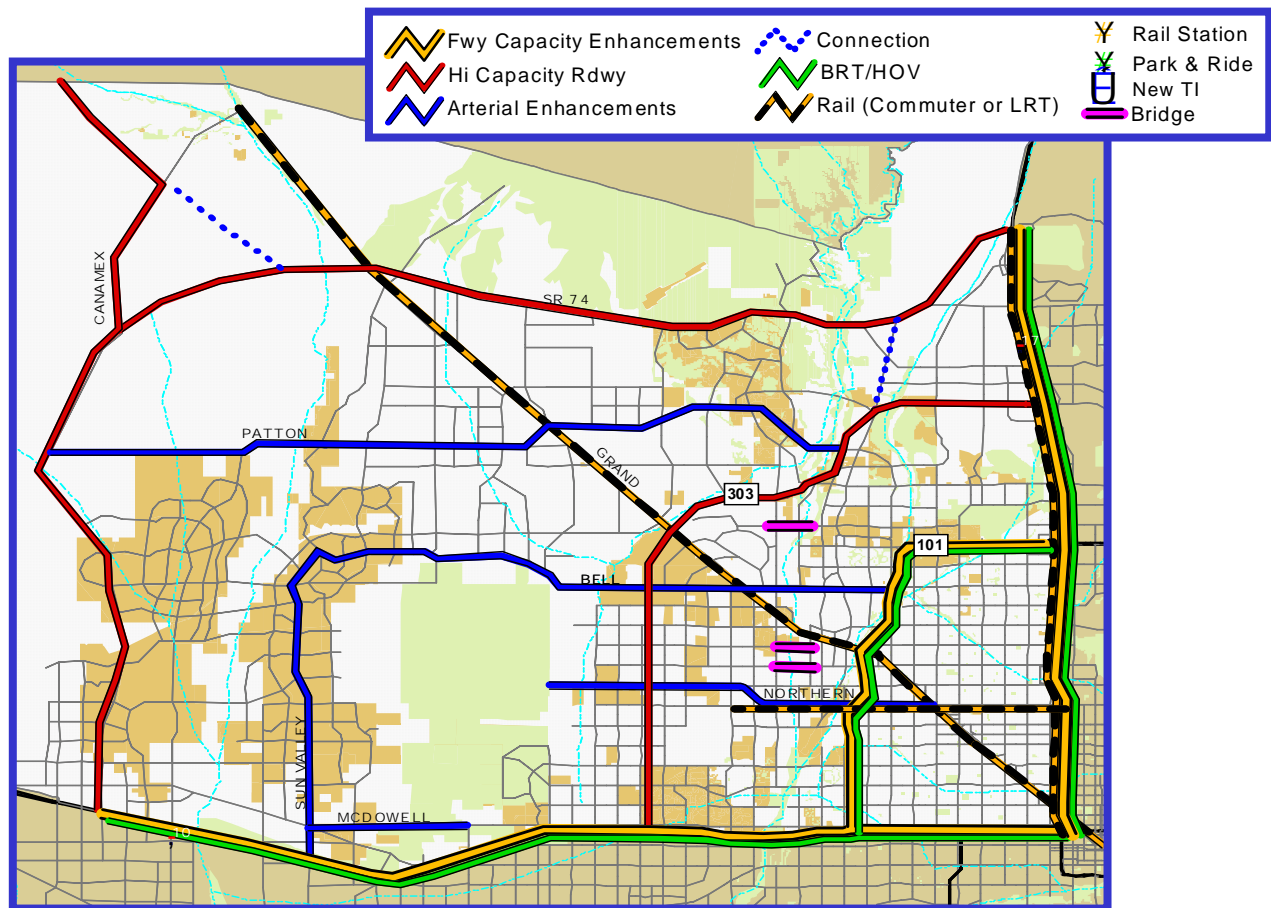
- Add BRT/HOV lanes on I-10 (existing to Sun Valley Parkway)
- Add BRT/HOV lanes to Loop 101 (entire length)
- Implement commuter or light rail along Grand Avenue (Phoenix to Surprise)
- Build park and ride lots at Grand/Loop 303
- Expand fixed route service
- Expand dial-a-ride service

POLICY COMPONENT

- Implement signal coordination throughout the area (and region)
- Limit trucks to appropriate roadways only
- Concern about loss of signals in Youngtown

GROUP C

This alternative is essentially the same as the Sample Map presented by the Consultant. The group added a statement about the need for a regional source of transit funding as opposed to the city-by-city approach now in effect.

Figure 5 – SUGGESTIONS BY GROUP C (Alternative 4)

December 9, 2002 - Peoria City Hall

ATTENDEES

MAG Member Agencies

Bushfield	Bob	City of El Mirage
Gunyuz	Jamie	City of El Mirage
Grover	Allan	City of Glendale
Johnson	Terry	City of Glendale
Tranberg	Dana	City of Glendale
Moody	David	City of Peoria
Nodes	Scott	City of Peoria
Roberts	Randy	City of Peoria
Fitzhugh	Charles	City of Phoenix
Herp	Don	City of Phoenix
Gutier	Miryam	City of Surprise
Phillips	Scott	City of Surprise
Pirooz	Brian	City of Surprise
O'Hare	Jon	Maricopa County Department of Transportation
Boggs	Stuart	Regional Public Transportation Authority
Blanton	Joe	Town of Buckeye

Other Stakeholders

Smith	Andy	Arizona Department of Transportation
Anderson	Clyde	Arizona State Land Department
Dugan	John	BNSF Railroad/Pharos Corp.
West	Rick	Carefree Partners
Butteweg	Robert	CMX
Perica	Carol	Gabel Investments
Patten	Jerry	Rowland Co.
Targowski	Cliff	Sunbelt Holdings

MAG Staff

Voigt	Chris	MAG
Coomer	Dawn	MAG

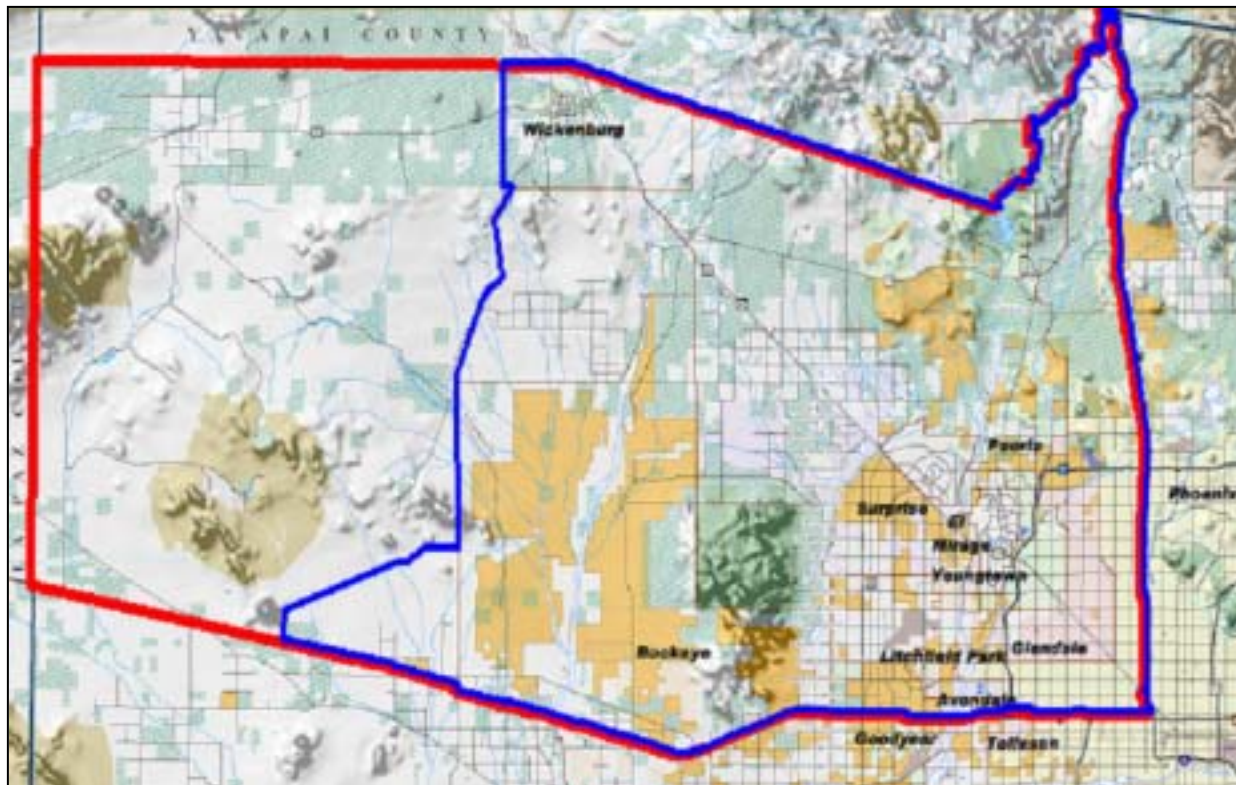
Consultant Team

Bresnahan	Jorie	Parsons Brinckerhoff
Gruver	Terry	Parsons Brinckerhoff
Hogan	Steve	Parsons Brinckerhoff

ITEMS DISCUSSED

Twenty-four representatives attended the forum from cities and the general public. Steve Hogan began the meeting with introductions and a review of the study area (Figure 1). Copies of updated alternatives maps were noted as available at the table in the back of the room. The large boards placed around the room presented the same maps.

Figure 1: Study Area



Stuart Boggs of the Regional Public Transportation Authority (RPTA) provided an overview of the Regional Transit System Study. After this presentation, Dawn Coomer of MAG provided an overview of the High Capacity Transit Study. Steve Hogan then presented three transportation system alternative packages to be modeled, along with the MAG 2002 Base Network map (Figure 2) for reference.

The three transportation system alternative packages presented were:

1. MAG Long Range Transportation Plan (LRTP)-Based Reference Network (Figure 3);
2. Enhanced and New Highways (Figure 4); and
3. Commuter Arterial Routes (CARs) (Figure 5).

Figure 2: MAG 2002 Base Network

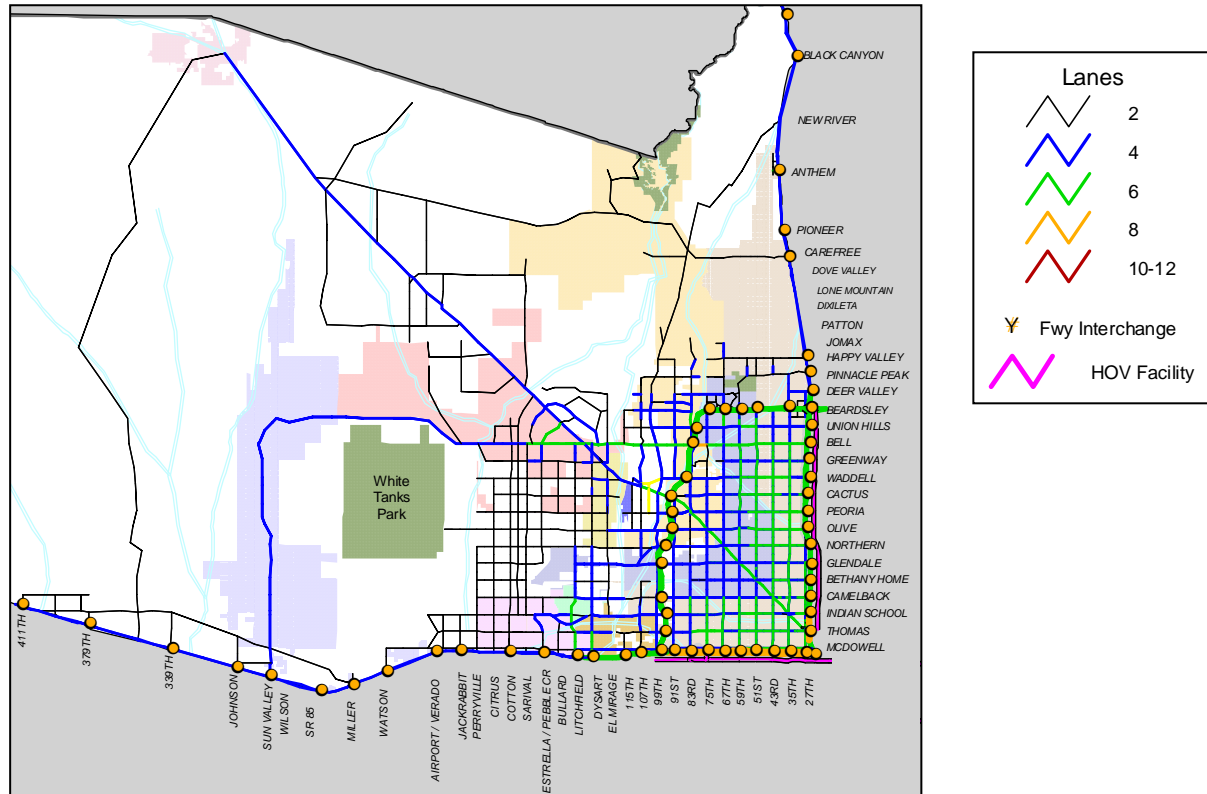


Figure 3: LRTP-Based Network

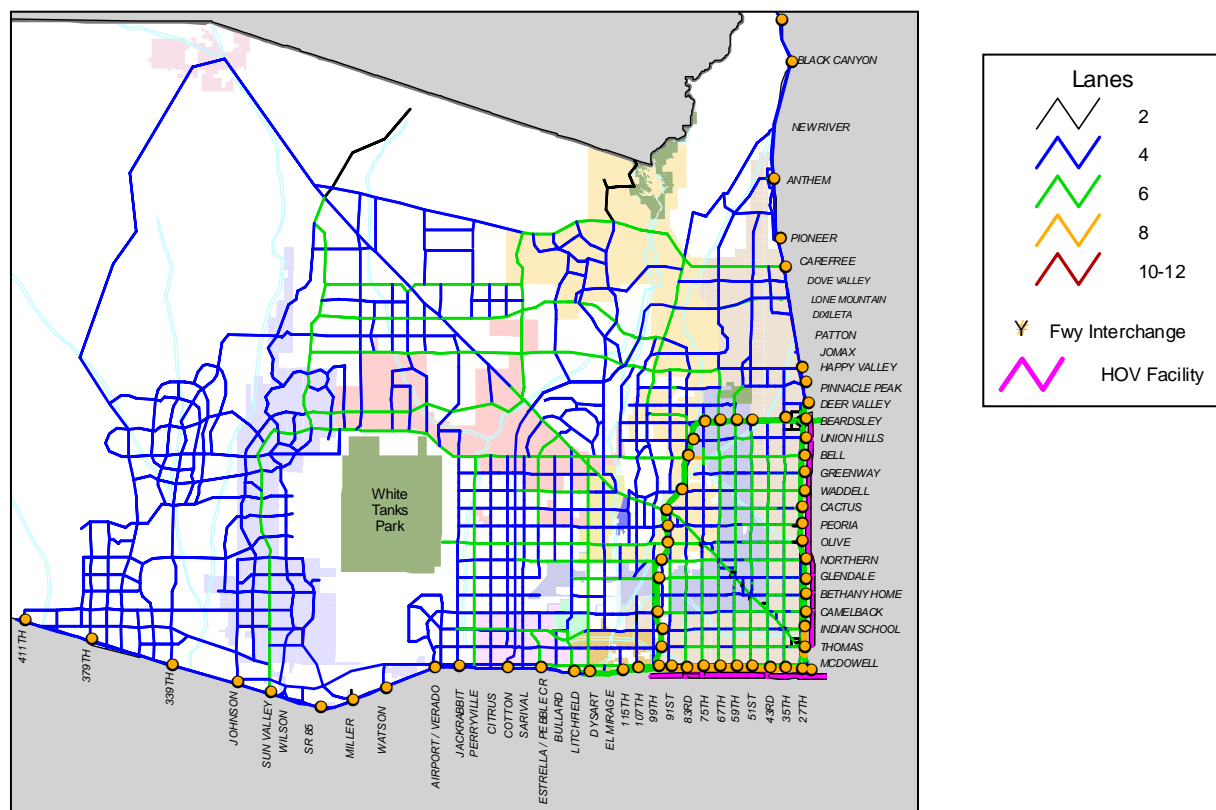


Figure 4: Enhanced and New Highways

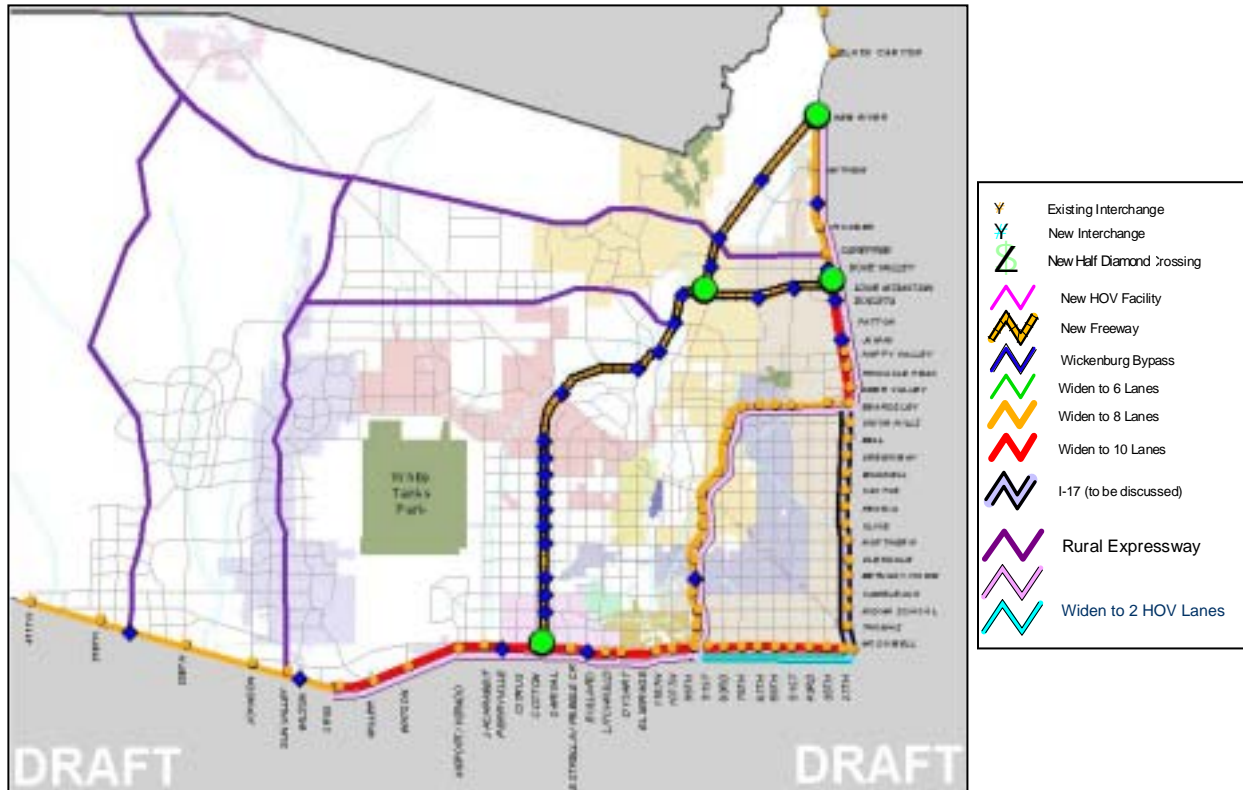
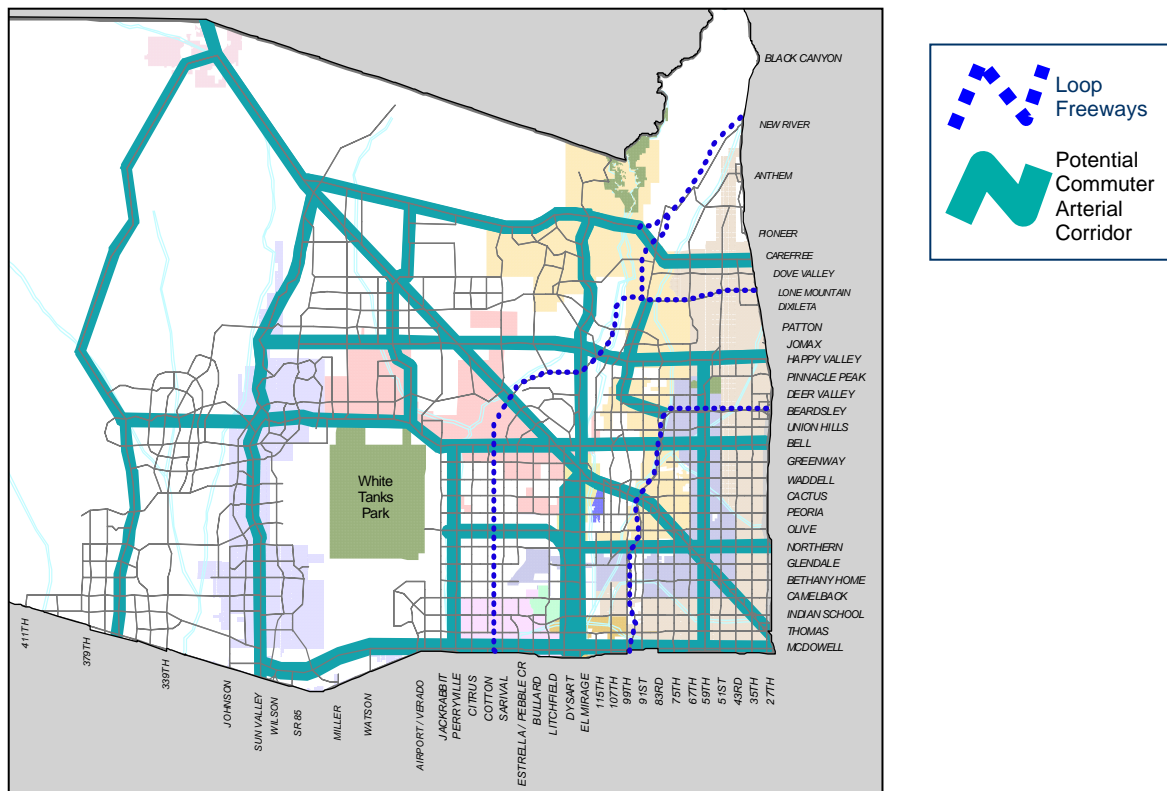


Figure 5: Commuter Arterial Routes



Copies of each of the slide presentations given at this meeting are available on the MAG website, (www.mag.maricopa.gov).

Attendees were asked to comment on the alternative packages maps no later than Monday, December 16, 2002. Comments during the meeting on the alternative packages maps included:

- Rick West from Carefree Partners asked about rail and transit service along Loops 303 and 101, and about the Loop 303 connection to I-17. Coordination with the ADOT DCR that is currently underway for the connection to I-17 was noted. He also indicated that he would provide comments on the socioeconomic data later.
- Buckeye would like to see the alignment of the northern portion of the Sun Valley Parkway moved further east.
- Glendale stated that Northern Avenue should be identified as some type of highway on the Enhanced and New Highways map. They indicated that it had already been modeled (for a Glendale study) so the coding for the model was already done. In addition, they would like the southern portion of Grand Avenue (from Northern Avenue to I-17) to be coded as a limited access expressway. They also noted that this coding should be discussed with the other local jurisdictions (Surprise, Peoria, El Mirage, Youngtown, Phoenix, and the County unincorporated areas)
- Glendale stated that direct HOV access should be shown at the Maryland Overpass and that HOV connections be shown at Loop 101 & I-17, and Loop 101 and I-10.
- Glendale asked if there would be a funding plan for the proposed facilities. Funding was noted as to be addressed in the RTP process and not the area studies specifically.
- BNSF believes potential commuter rail from downtown Phoenix to Wickenburg along the BNSF right-of-way should be shown in the Commuter Arterial Routes package map.
- El Mirage indicated that they prefer the proposed CARs route along El Mirage Road be south of Grand Avenue a straight connection of El Mirage from I-10 to Carefree Highway, including the central portion through the Town of El Mirage. They indicated that this alignment would bring positive economic benefits to the Town.
- El Mirage noted that both Happy Valley Road and Patton Road are identified for improvement on the Enhanced and New Highways package map, but that only Happy Valley Road is shown on the CARs package map. They questioned if both Patton and Happy Valley Roads should be shown on the CARs map.

NEXT STEPS

Comments on the draft materials presented today were requested by Monday, December 16, 2002. The next Forum will be to review evaluation results for the modeling packages and preliminary modeling recommendations.

February 19, 2003 - Glendale Civic Center

ATTENDEES

MAG Member Agencies

Dille	Shane	Town of Wickenburg
Grover	Allan	City of Glendale
Johnson	Terry	City of Glendale
Moody	David	City of Peoria
Herp	Don	City of Phoenix
Truitt	Lyn	City of Surprise
Boggs	Stuart	Regional Public Transportation Authority

Other Stakeholders

Eaton	Chuck	Arizona Department of Transportation
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MAG Staff

Voigt	Chris	MAG
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Consultant Team

Bresnahan	Jorie	Parsons Brinckerhoff
Gruver	Terry	Parsons Brinckerhoff
Hogan	Steve	Parsons Brinckerhoff

ITEMS DISCUSSED

Steve Hogan began the meeting with introductions then began a PowerPoint presentation (copies of the slides are attached). He gave an overview of the project objectives and reviewed the study area and then presented maps and cost tables (see attachment) for five transportation networks:

1. 2002 Network: essentially the current conditions.
2. Future Base Network: adds new arterial and freeway miles, and widens certain existing roadways and freeways.
3. Enhanced Highways Network: provides improvements to I-10, I-17, Loop 101, Grand Avenue, Northern Avenue, and specific rural highways.
4. New Highways Network: provides improvements or adds facilities at:
 - Loop 303
 - New River Extension
 - 59th Avenue
 - Carefree Highway
 - Loops 101/303 Connector
 - Wickenburg Bypass
 - New Interchanges (I-10 and I-17)

5. Option A New Highways Network: provides for all the improvements listed in the New Highways Network, plus additional lanes on I-17 between I-10 and Loop 101.

Steve discussed the highway operation comparisons of the various networks and provided a recap of potential transit improvements for the NWATS area, as identified in MAG's High Capacity Corridor Study and the Regional Public Transportation Authority's Regional Transit System Study. He described existing bikeways and potential off-road bicycle corridors.

After presenting potential transportation improvements, Steve discussed draft NWATS priorities, based on the following criteria:

- | | | |
|-------------------------------|------------------------------|--------------------------|
| • Facility Utilization | • Cost efficiency of project | • Physical/environmental |
| • VMT | • Adjacent Facilities | • Activity centers |
| • Traffic range | • More regional | • Relocations |
| • LOS | thoroughfare | • Local |
| • Facility/Service Costs | • Congestion relief | • Modal options |
| • Capital costs | • Connectivity | |
| • Operating/maintenance costs | • Safety | |
| | • Community Factors | |

Draft freeway priorities were described as follows:

First Priority

- I-10, including HOV improvements

Second Priority

- Loop 101 widening, including HOV lanes
- I-17 north of Loop 101, including HOV lanes
- Loop 303 south of US 60

Third Priority

- I-17 south of Loop 101
- Loop 303 north of US 60
- *I-17 south of Loop 101 – Option A*

Fourth Priority

- Loop 303 northern extension

Draft expressway/superstreet priorities were described as follows:

First Priority

- Grand Avenue, I-17 to Northern Avenue

Second Priority

- Northern Avenue superstreet

Third Priority

- Carefree Expressway
- Loop101/Loop 303 Connector Expressway
- Sun Valley Parkway

Draft highway/arterial priorities were described as follows:

First Priority

- Grand Avenue (Northern Avenue to Loop 303)
- Arterial improvements southeast of Loop 101

Second Priority

- Other arterial improvements

Third Priority

- Wickenburg Bypass

Draft transit priorities were described as follows:

First Priority

- Fixed route transit improvements

Second Priority (alignments not specified)

- Light rail transit
- Bus rapid transit

Third Priority

- Commuter rail

Draft priorities for other factors were described as follows:

First Priority

- Elimination of scalloped streets

Second Priority

- Preserve right-of-way

Next, Steve presented traffic volume maps and level of service maps for each of the networks described (see attachment).

QUESTIONS/COMMENTS SUMMARY

Transit

Q: Costs include interchange enhancements, but what about arterial to HOV ramps?

A: Those costs are included in the HOV costs.

- Add a bus rapid transit/express bus contingency in the event Grand Avenue doesn't develop as an LRT/commuter rail corridor.
- RPTA would like to see more connections to transit facilities, e.g., park-and-ride lots, HOV facilities. Glendale and Phoenix would like to add HOV ramps to and from the west at 79th Avenue and at Metrocenter.

Facility Designation

- Don't show Wickenburg bypass or Patton Road as a rural expressway, rather, list as a rural right-of-way corridor.
- Jomax should be shown as a limited access all the way across the New Highways network.

- El Mirage Road should be identified as a special facility (partial access-controlled).

Priorities

- Add “arterial grid continuity” to list of priorities for other factors.
- Add “consistency with 1985 plan” to appropriate priorities list(s)

Miscellaneous

- Wickenburg wants Canamex to extend north, serving as the Wickenburg Bypass.

FEEDBACK FORM RESULTS

A survey document was provided for attendees to record additional comments. Two forms were returned – one from City of Glendale and one from ADOT. The City of Glendale has listed their top 5 priorities for transportation improvement projects as follows:

- Northern Avenue superstreet, Grand Avenue to Loop 303
- Agua Fria/Loop 101 improvements; SOV and HOV lanes, HOV ramps, auxiliary lanes, traffic interchange
- Loop 303, I-10 to I-17; complete as freeway on Lone Mountain alignment
- Light rail transit from 19th Avenue to downtown Glendale and to Loop 101
- Grand Avenue – access control, beautification, grade separations and BRT service

City of Glendale also submitted the following additional comments:

- Complete composite Grand Avenue projects as soon as possible
- Develop BRT concept for Grand Avenue
- Include El Mirage Parkway from Loop 303 to Northern Avenue
- Include Jomax Parkway from Loop 101 to Buckeye.

ADOT listed their top 5 priorities as follows:

- I-17 north of Loop 101 (with HOV), Loop 101 to Anthem – 14 miles
- I-10 west of Loop 101 (with HOV), Loop 101 to Loop 303 (Cotton Lane) – 10 miles
- Loop 303 south of US 60 to I-10
- I-10 east of Loop 101 (with HOV), Loop 101 to 7th Avenue
- Loop 303, Lake Pleasant Road to I-17
- Loop 303/Loop 101 connector

Additional comments submitted by ADOT are listed below:

- Grand Avenue, I-17 to Loop 101, is currently shown as too high of a priority. Assuming an expressway is not viable since there is no reasonable, cost-effective way to exit traffic onto I-17 or into downtown, additional intersection improvements make some sense.
- Loop 303/Loop 101 connector: this project should take a higher priority since it will provide much needed local through-traffic connectivity in that area.
- The Northern Avenue superstreet is currently shown as too high of a priority. It would function similar to Grand Avenue between Loop 101 and I-17.

- Grand Avenue, Loop 101 to Loop 303 is currently shown as too high of a priority. The recommended improvement provides very little additional capacity, especially considering a key intersection improvement (at Bell Road) is not shown as a recommendation.

NEXT STEPS

Comments on the draft materials presented today were requested by Friday, February 28, 2003.

PUBLIC MEETINGS

September 17, 2002 Public Meeting Summary

6 – 8 p.m.

Glendale Community College, Student Lounge

ATTENDEES:

Boggs	Stuart	Valley Metro
Bresnahan	Jorie	Parsons Brinckerhoff
Brilz	Mike	Sunbelt Holding
Burrows	David	CMX LLC
Drew	Dan	
Gooner	Rosemary	
Grover	Allan	City of Glendale
Gruver	Terry	Parsons Brinckerhoff
Gutier	Miryam	City of Surprise
Hayden	Bill	ADOT
Hershfield	Peter	Candidate AZ House Dist 9
Herzog	Roger	MAG
Hogan	Steve	Parsons Brinckerhoff
Hunter	Craig	Phoenix Holdings
Johnson	Terry	Glendale
Jurado	Carlos	MAG
Kist	Debra	G.C.B.R.D.
Lance	Dan	ADOT
Lipson	J. Howard	Coyotes Lobes Suburban
Lugo	James	Glendale
Lund	Mickey	
McAllister	Shirley	Sun City
Miles	Roger	JACOBS Civil Inc.
Mourey	Mark	Stantec
Murphy	Marge	Sun City Home Owners
O'Hare	Jon	MCDOT
Pupo	Bill	City of Surprise
Shimmin	Chuck	Sun City Grand Coalition
Shimmin	Bear	Sun City Grand Coalition
Smith	Andy	ADOT-TPD
Spiers	Bob	Stardust Development, Inc
Tuttle	Lyle	
Voigt	Chris	MAG

Overview of Meeting

The meeting began with an overview of the study purpose, schedule, and status. (Presentation attached). Following the presentation, the meeting was opened to all for a Q&A session.

Comments/concerns from participants are listed below.

1. Include unincorporated areas in the study
2. East-west mobility is issue (Bell Road, Sun Valley Parkway)
3. Need definitions of the various street classifications, e.g., "superstreet," "freeway," "parkway"
4. Should adopt the federal definition of roadway designations
5. Connections to Buckeye, given large population and employment projections
6. Canamex implementation timeline
7. Canamex (defined as Wickenburg Rd./Vulture Mine Rd.) doesn't meet roadway requirements and is not funded.
8. Regarding traffic bound for Yucca Mountain, should investigate possible funding from other states or the federal government
9. Commuter rail vs. light rail: how they are interconnected and what areas they will serve
10. Transit must be addressed regionally (i.e., planning, service).
11. Explore pros/cons of toll roads
12. 303 funding: can 303 be built without the ½-cent sales tax extension?
13. Phased implementation of 303
14. General public needs more basic information about the economics of our transportation system.
15. Grand Avenue study status and likelihood of grade
16. Grand Avenue should be "high priority" project

Summary of Comment Forms

Total received: 3

1. What is the plan for 103rd Avenue and Grand? Will there be a tunnel under Grand Avenue because of access to Boswell Hospital? A top priority is to bypass our area with the trucks carrying nuclear waste to Yucca Mountain. Can the other states help pay for a special route to Nevada (or the federal government)? (Marge Murphy, Sun City)
2. Better planning and studies need to be made for east-west connection around the White Tanks from the huge growth about to happen in surprise and buckeye. Consider making Bell Road/Sun Valley Parkway a super street or some type of east-west freeway.

Loop 303 will be vital to the mobility of the West Valley as there is enormous growth happening and planned along this corridor up to Surprise. Engineering and construction of Loop 303 as a full freeway tying into I-10 needs to happen now, not waiting for the area to be a transportation nightmare. Action should be taken now, not delaying due to ½-cent sales tax extension until it's too late. (David Burrows, Phoenix)

3. Bell Road in the area of 119th Avenue/Avenue of the Arts/116th Avenue, Union Hills at 107th Avenue and from 99th Avenue to 107th Avenue. Beardsley needs to extend west to El Mirage. (Lyle Tuttle, Surprise)

April 29, 2003 Public Meeting Summary

5:00 – 7:00 p.m.

Alta Loma Elementary School, Multi-purpose Room, 9750 N. 87th Avenue, Peoria, Arizona

ATTENDEES:

Overmeyer	Randall	City of Surprise
Moody	Dave	City of Peoria
Grover	Allan	City of Glendale
Gruver	Terry	Parsons Brinckerhoff
Pirooz	Brian	City of Surprise
Hogan	Steve	Parsons Brinckerhoff
Voigt	Chris	MAG

The meeting was held in an open house format. Display boards were presented showing:

- Current, Future Base, and New Corridor traffic volumes;
- Preliminary Priority Summary map;
- Preliminary Near-Term, Mid-Term, and Long-Term projects maps;
- Recommended non-motorized corridors; and
- Tables listing lanes added and preliminary cost estimates for the draft projects shown on the maps.

NWATS Final Report

Appendix 3

Planned Thru Lanes - Westbound and Eastbound Routes

Segment			EXIST THRU LANES	PLANNED LANES 2003/2006*	PLANNED THRU LANES 2010	PLANNED THRU LANES 2020	PLANNED THRU LANES 2025	SOURCE
NB	FROM	TO						
SB	TO	FROM						
Underlined values are estimated from either the previous "Planned Thru" or are based on an ultimate arterial section of four lanes.								
McDowell Road WB	43rd Avenue	51st Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	
	51st Avenue	59th Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	
	59th Avenue	67th Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	
	67th Avenue	75th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	75th Avenue	83rd Avenue	2	<u>2</u>	<u>2</u>	3	<u>3</u>	3
	83rd Avenue	91st Avenue	2	2	<u>2</u>	2	<u>2</u>	3
	91st Avenue	99th Avenue	2	2	<u>2</u>	2	<u>2</u>	3
	99th Avenue	107th Avenue	2	2	<u>2</u>	2	<u>2</u>	3
	107th Avenue	115th Avenue	2	2	<u>2</u>	2	<u>2</u>	3
	115th Avenue	El Mirage Road	2	2	<u>2</u>	2	<u>2</u>	3
	El Mirage Road	Dysart Road	2	2	<u>2</u>	2	<u>2</u>	3
	Dysart Road	Litchfield Road	2	2	<u>2</u>	2	<u>2</u>	3
	Litchfield Road	Bullard Drive	1	2	<u>2</u>	3	<u>3</u>	3
	Bullard Drive	Estrella Pwky (Pebblecreek)		2	<u>2</u>	3	<u>3</u>	3
	Estrella Pwky (Pebblecreek)	Cotton Lane	1	1	<u>2</u>	2	<u>2</u>	3
	Cotton Lane	Citrus Road	1	2	<u>2</u>	2	<u>2</u>	3
	Citrus Road	Perryville Road	1	2	<u>2</u>	2	<u>2</u>	3
	Perryville Road	Jackrabbit Trail (195th Ave)	1	1	<u>1</u>	1	<u>2</u>	3
	Jackrabbit Trail (195th Ave)	211th Avenue	1	1	<u>1</u>	1	<u>2</u>	3
McDowell Road EB	43rd Avenue	51st Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	51st Avenue	59th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	59th Avenue	67th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	67th Avenue	75th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	75th Avenue	83rd Avenue	2	<u>2</u>	<u>2</u>	3	<u>3</u>	3
	83rd Avenue	91st Avenue	2	2	<u>2</u>	2	<u>2</u>	3
	91st Avenue	99th Avenue	2	2	<u>2</u>	2	<u>2</u>	3
	99th Avenue	107th Avenue	2	2	<u>2</u>	2	<u>2</u>	3
	107th Avenue	115th Avenue	2	2	<u>2</u>	2	<u>2</u>	3
	115th Avenue	El Mirage Road	2	2	<u>2</u>	2	<u>2</u>	3
	El Mirage Road	Dysart Road	2	2	<u>2</u>	2	<u>2</u>	3
	Dysart Road	Litchfield Road	2	2	<u>2</u>	2	<u>2</u>	3
	Litchfield Road	Bullard Drive	1	2	<u>2</u>	3	<u>3</u>	3
	Bullard Drive	Estrella Pwky (Pebblecreek)		2	<u>2</u>	3	<u>3</u>	3
	Estrella Pwky (Pebblecreek)	Cotton Lane	1	1	<u>2</u>	2	<u>2</u>	3
	Cotton Lane	Citrus Road	1	2	<u>2</u>	2	<u>2</u>	3
	Citrus Road	Perryville Road	1	2	<u>2</u>	2	<u>2</u>	3
	Perryville Road	Jackrabbit Trail (195th Ave)	1	1	<u>1</u>	1	<u>2</u>	3
	Jackrabbit Trail (195th Ave)	211th Avenue	1	1	<u>1</u>	1	<u>2</u>	3

Source 1: City of Glendale Transportation Plan (Dec 200)

Source 2: Northwest Valley Transportation Study (June 2001)

Source 3: Southwest Valley Transportation Study (1995)

NWATS Final Report

Appendix 3

Planned Thru Lanes - Westbound and Eastbound Routes

Segment			EXIST THRU LANES	PLANNED LANES 2003/2006*	PLANNED THRU LANES 2010	PLANNED THRU LANES 2020	PLANNED THRU LANES 2025	SOURCE
NB	FROM	TO						
SB	TO	FROM						
Underlined values are estimated from either the previous "Planned Thru" or are based on an ultimate arterial section of four lanes.								
Thomas Road WB	43rd Avenue	51st Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	
	51st Avenue	59th Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	
	59th Avenue	67th Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	
	67th Avenue	75th Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	
	75th Avenue	83rd Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	
	83rd Avenue	91st Avenue		<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	3
	91st Avenue	99th Avenue		<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	3
	99th Avenue	107th Avenue	1	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	3
	107th Avenue	115th Avenue	1	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	3
	115th Avenue	El Mirage Road	1	<u>1</u>	<u>1</u>	<u>1</u>	<u>2</u>	3
	El Mirage Road	Dysart Road	2	<u>1</u>	<u>1</u>	<u>1</u>	<u>2</u>	3
	Dysart Road	Litchfield Road	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	3
	Litchfield Road	Reems Road	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	3
	Estrella Pwky (Pebblecreek)	Cotton Lane		<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	3
	Cotton Lane	Citrus Road		<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	3
	Citrus Road	Perryville Road	1	<u>1</u>	<u>1</u>	<u>1</u>	<u>2</u>	3
	Perryville Road	Jackrabbit Trail (195th Ave)	1	<u>1</u>	<u>1</u>	<u>1</u>	<u>2</u>	3
	Jackrabbit Trail (195th Ave)	211th Avenue						
Thomas Road EB	43rd Avenue	51st Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	51st Avenue	59th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	59th Avenue	67th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	67th Avenue	75th Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	
	75th Avenue	83rd Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	
	83rd Avenue	91st Avenue		<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	3
	91st Avenue	99th Avenue		<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	3
	99th Avenue	107th Avenue	1	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	3
	107th Avenue	115th Avenue	1	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	3
	115th Avenue	El Mirage Road	1	<u>1</u>	<u>1</u>	<u>1</u>	<u>2</u>	3
	El Mirage Road	Dysart Road	2	<u>1</u>	<u>1</u>	<u>1</u>	<u>2</u>	3
	Dysart Road	Litchfield Road	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	3
	Litchfield Road	Reems Road	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	3
	Estrella Pwky (Pebblecreek)	Perryville Road		<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	3
	Cotton Lane	Citrus Road		<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	3
	Citrus Road	Perryville Road	1	<u>1</u>	<u>1</u>	<u>1</u>	<u>2</u>	3
	Perryville Road	Jackrabbit Trail (195th Ave)	1	<u>1</u>	<u>1</u>	<u>1</u>	<u>2</u>	3
	Jackrabbit Trail (195th Ave)	211th Avenue						

Source 1: City of Glendale Transportation Plan (Dec 200)
Source 2: Northwest Valley Transportation Study (June 2001)
Source 3: Southwest Valley Transportation Study (1995)

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Appendix 3

Planned Thru Lanes - Westbound and Eastbound Routes

Segment			EXIST THRU LANES	PLANNED LANES 2003/2006*	PLANNED THRU LANES 2010	PLANNED THRU LANES 2020	PLANNED THRU LANES 2025	SOURCE
NB	FROM	TO						
SB	TO	FROM						
Underlined values are estimated from either the previous "Planned Thru" or are based on an ultimate arterial section of four lanes.								
Indian School Road WB	43rd Avenue	51st Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	
	51st Avenue	59th Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	
	59th Avenue	67th Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	
	67th Avenue	75th Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	
	75th Avenue	83rd Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	
	83rd Avenue	91st Avenue	2	<u>2</u>	<u>2</u>	2	<u>2</u>	3
	91st Avenue	99th Avenue	2	<u>2</u>	<u>2</u>	2	<u>2</u>	3
	99th Avenue	107th Avenue	2	2	<u>2</u>	2	<u>2</u>	3
	107th Avenue	115th Avenue	2	2	<u>2</u>	2	<u>2</u>	3
	115th Avenue	El Mirage Road	2	2	<u>2</u>	2	<u>2</u>	3
	El Mirage Road	Dysart Road	2	2	<u>2</u>	2	<u>2</u>	3
	Dysart Road	Litchfield Road	1	2	<u>2</u>	2	<u>2</u>	3
	Litchfield Road	Reems Road	1	1	<u>1</u>	1	<u>2</u>	3
	Reems Road	Sarival Avenue	1	1	<u>2</u>	3	<u>3</u>	3
	Sarival Avenue	Cotton Lane	1	2	<u>2</u>	2	<u>2</u>	3
	Cotton Lane	Citrus Road	1	2	<u>2</u>	2	<u>2</u>	3
	Citrus Road	Perryville Road	1	2	<u>2</u>	2	<u>2</u>	3
	Perryville Road	Jackrabbit Trail (195th Ave)	1	2	<u>2</u>	2	<u>2</u>	3
	Jackrabbit Trail (195th Ave)	211th Avenue						
Indian School Road EB	43rd Avenue	51st Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	51st Avenue	59th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	59th Avenue	67th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	67th Avenue	75th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	75th Avenue	83rd Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	83rd Avenue	91st Avenue	2	<u>2</u>	<u>2</u>	2	<u>2</u>	3
	91st Avenue	99th Avenue	2	2	<u>2</u>	2	<u>2</u>	3
	99th Avenue	107th Avenue	2	2	<u>2</u>	2	<u>2</u>	3
	107th Avenue	115th Avenue	2	2	<u>2</u>	2	<u>2</u>	3
	115th Avenue	El Mirage Road	2	2	<u>2</u>	2	<u>2</u>	3
	El Mirage Road	Dysart Road	2	2	<u>2</u>	2	<u>2</u>	3
	Dysart Road	Litchfield Road	1	2	<u>2</u>	2	<u>2</u>	3
	Litchfield Road	Reems Road	1	1	<u>2</u>	1	<u>2</u>	3
	Reems Road	Sarival Avenue	1	1	<u>2</u>	3	<u>3</u>	3
	Sarival Avenue	Cotton Lane	1	2	<u>2</u>	2	<u>2</u>	3
	Cotton Lane	Citrus Road	1	2	<u>2</u>	2	<u>2</u>	3
	Citrus Road	Perryville Road	1	2	<u>2</u>	2	<u>2</u>	3
	Perryville Road	Jackrabbit Trail (195th Ave)	1	2	<u>2</u>	2	<u>2</u>	3
	Jackrabbit Trail (195th Ave)	211th Avenue						

Source 1: City of Glendale Transportation Plan (Dec 200)

Source 2: Northwest Valley Transportation Study (June 2001)

Source 3: Southwest Valley Transportation Study (1995)

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Planned Thru Lanes - Westbound and Eastbound Routes

Segment			EXIST THRU LANES	PLANNED LANES 2003/2006*	PLANNED THRU LANES 2010	PLANNED THRU LANES 2020	PLANNED THRU LANES 2025	SOURCE
NB	FROM	TO						
SB	TO	FROM						
Underlined values are estimated from either the previous "Planned Thru" or are based on an ultimate arterial section of four lanes.								
Camelback Road WB	43rd Avenue	51st Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	3	1
	51st Avenue	59th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	2	1
	59th Avenue	67th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	2	1
	67th Avenue	75th Avenue	2	3	3	<u>2</u>	2	1,2
	75th Avenue	83rd Avenue	2	2	3	<u>3</u>	3	1,2
	83rd Avenue	91st Avenue	2	2	3	<u>3</u>	3	1,2
	91st Avenue	99th Avenue	2	2	3	<u>3</u>	3	1,2
	99th Avenue	107th Avenue	1	2	3	<u>3</u>	<u>3</u>	2
	107th Avenue	115th Avenue	2	2	2	<u>2</u>	<u>2</u>	2,3
	115th Avenue	El Mirage Road	2	2	2	2	<u>2</u>	2,3
	El Mirage Road	Dysart Road	2	2	2	2	1	1,2,3
	Dysart Road	Litchfield Road	2	2	2	2	1	1,2,3
	Litchfield Road	Reems Road	1	1	1	2	<u>2</u>	2,3
	Reems Road	Sarival Avenue	1	1	1	2	1	1,2,3
	Sarival Avenue	Cotton Lane	1	1	1	2	1	1,2,3
	Cotton Lane	Citrus Road	1	1	1	1	1	1,2,3
	Citrus Road	Perryville Road	1	1	1	1	1	1,2,3
	Perryville Road	Jackrabbit Trail (195th Ave)				1	<u>2</u>	3
Camelback Road EB	43rd Avenue	51st Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	2	1
	51st Avenue	59th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	2	1
	59th Avenue	67th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	2	1
	67th Avenue	75th Avenue	2	3	3	2	2	1,2
	75th Avenue	83rd Avenue	2	2	3	3	3	1,2
	83rd Avenue	91st Avenue	2	2	3	3	3	1,2
	91st Avenue	99th Avenue	2	2	3	3	3	1,2
	99th Avenue	107th Avenue	1	2	3	3	<u>3</u>	2
	107th Avenue	115th Avenue	2	2	2	2	<u>2</u>	2,3
	115th Avenue	El Mirage Road	2	2	2	2	<u>2</u>	2,3
	El Mirage Road	Dysart Road	2	2	2	2	1	1,2,3
	Dysart Road	Litchfield Road	2	2	2	2	1	1,2,3
	Litchfield Road	Reems Road	1	1	1	2	<u>2</u>	2,3
	Reems Road	Sarival Avenue	1	1	1	2	1	1,2,3
	Sarival Avenue	Cotton Lane	1	1	1	2	1	1,2,3
	Cotton Lane	Citrus Road	1	1	1	1	1	1,2,3
	Citrus Road	Perryville Road	1	1	1	1	1	1,2,3
	Perryville Road	Jackrabbit Trail (195th Ave)				1	<u>2</u>	3

Source 1: City of Glendale Transportation Plan (Dec 200)
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Source 3: Southwest Valley Transportation Study (1995)

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Planned Thru Lanes - Westbound and Eastbound Routes

Segment			EXIST THRU LANES	PLANNED LANES 2003/2006*	PLANNED THRU LANES 2010	PLANNED THRU LANES 2020	PLANNED THRU LANES 2025	SOURCE
NB	FROM	TO						
SB	TO	FROM						
Underlined values are estimated from either the previous "Planned Thru" or are based on an ultimate arterial section of four lanes.								
Bethany Home Road WB	43rd Avenue	51st Avenue	2				2	1
	51st Avenue	59th Avenue	2				2	1
	59th Avenue	67th Avenue	2				2	1
	67th Avenue	75th Avenue	1	2	3	<u>2</u>	2	1,2
	75th Avenue	83rd Avenue	1	2	2	<u>2</u>	2	1,2
	83rd Avenue	91st Avenue					2	1
	91st Avenue	99th Avenue					2	1
	99th Avenue	107th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	107th Avenue	115th Avenue						
	115th Avenue	El Mirage Road						
	El Mirage Road	Dysart Road	1	<u>1</u>	<u>1</u>	<u>1</u>	1	1
	Dysart Road	Litchfield Road	1					
	Litchfield Road	Reems Road						
	Reems Road	Sarival Avenue					1	1,2
	Sarival Avenue	Cotton Lane	1	1	1	1	1	1,2,3
	Cotton Lane	Citrus Road	1	1	1	1	1	1,2,3
	Citrus Road	Perryville Road	1	<u>1</u>	<u>1</u>	1	1	1,3
	Perryville Road	Jackrabbit Trail (195th Ave)				1	<u>2</u>	3
Bethany Home Road EB	43rd Avenue	51st Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	2	1
	51st Avenue	59th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	2	1
	59th Avenue	67th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	2	1
	67th Avenue	75th Avenue	2	2	3	<u>2</u>	2	1,2
	75th Avenue	83rd Avenue	2	2	2	<u>2</u>	2	1,2
	83rd Avenue	91st Avenue					2	1
	91st Avenue	99th Avenue					2	1
	99th Avenue	107th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	107th Avenue	115th Avenue						
	115th Avenue	El Mirage Road						
	El Mirage Road	Dysart Road	1	<u>1</u>	<u>1</u>	<u>1</u>	1	1
	Dysart Road	Litchfield Road	1					
	Litchfield Road	Reems Road						
	Reems Road	Sarival Avenue					1	1
	Sarival Avenue	Cotton Lane	1	1	1	1	1	1,2,3
	Cotton Lane	Citrus Road	1	1	1	1	1	1,2,3
	Citrus Road	Perryville Road	1	<u>1</u>	<u>1</u>	1	1	1,3
	Perryville Road	Jackrabbit Trail (195th Ave)				1	<u>2</u>	3

Source 1: City of Glendale Transportation Plan (Dec 200)
Source 2: Northwest Valley Transportation Study (June 2001)
Source 3: Southwest Valley Transportation Study (1995)

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Planned Thru Lanes - Westbound and Eastbound Routes

Segment			EXIST THRU LANES	PLANNED LANES 2003/2006*	PLANNED THRU LANES 2010	PLANNED THRU LANES 2020	PLANNED THRU LANES 2025	SOURCE
NB	FROM	TO						
SB	TO	FROM						
Underlined values are estimated from either the previous "Planned Thru" or are based on an ultimate arterial section of four lanes.								
Glendale Avenue WB	43rd Avenue	51st Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	2	1
	51st Avenue	59th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	2	1
	59th Avenue	67th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	3	1
	67th Avenue	75th Avenue	3	2	3	<u>3</u>	3	1,2
	75th Avenue	83rd Avenue	2	2	3	<u>3</u>	3	1,2
	83rd Avenue	91st Avenue	2	2	3	<u>3</u>	3	1,2
	91st Avenue	99th Avenue	2	2	3	<u>3</u>	3	1,2
	99th Avenue	107th Avenue	2	2	3	<u>3</u>	3	1,2
	107th Avenue	115th Avenue	2	2	3	<u>2</u>	3	1,2,3
	115th Avenue	El Mirage Road	2	2	3	2	3	1,2,3
	El Mirage Road	Dysart Road	2	2	2	2	3	1,2,3
	Dysart Road	Litchfield Road	2	2	2	2	3	1,2,3
	Litchfield Road	Reems Road						
	Reems Road	Sarival Avenue	1	1	1	1	1	1,2,3
	Sarival Avenue	Cotton Lane	1	1	1	1	1	1,2,3
	Cotton Lane	Citrus Road	1	1	1	1	1	1,2,3
	Citrus Road	Perryville Road	1	1	1	1	1	1,2,3
	Perryville Road	Jackrabbit Trail (195th Ave)				1	<u>2</u>	3
Glendale Avenue EB	43rd Avenue	51st Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	2	1
	51st Avenue	59th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	2	1
	59th Avenue	67th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	3	1
	67th Avenue	75th Avenue	2	2	3	<u>3</u>	3	1,2
	75th Avenue	83rd Avenue	2	2	3	<u>3</u>	3	1,2
	83rd Avenue	91st Avenue	2	2	3	<u>3</u>	3	1,2
	91st Avenue	99th Avenue	2	2	3	<u>3</u>	3	1,2
	99th Avenue	107th Avenue	2	2	3	<u>3</u>	3	1,2
	107th Avenue	115th Avenue	2	2	3	<u>2</u>	3	1,2,3
	115th Avenue	El Mirage Road	2	2	3	2	3	1,2,3
	El Mirage Road	Dysart Road	2	2	2	2	3	1,2,3
	Dysart Road	Litchfield Road	2	2	2	2	3	1,2,3
	Litchfield Road	Reems Road						
	Reems Road	Sarival Avenue	1	1	1	1	1	1,2,3
	Sarival Avenue	Cotton Lane	1	1	1	1	1	1,2,3
	Cotton Lane	Citrus Road	1	1	1	1	1	1,2,3
	Citrus Road	Perryville Road	1	1	1	1	1	1,2,3
	Perryville Road	Jackrabbit Trail (195th Ave)				1	<u>2</u>	3

Source 1: City of Glendale Transportation Plan (Dec 200)

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Planned Thru Lanes - Westbound and Eastbound Routes

Segment			EXIST THRU LANES	PLANNED LANES 2003/2006*	PLANNED THRU LANES 2010	PLANNED THRU LANES 2020	PLANNED THRU LANES 2025	SOURCE
NB	FROM	TO						
SB	TO	FROM						
Underlined values are estimated from either the previous "Planned Thru" or are based on an ultimate arterial section of four lanes.								
Northern Avenue WB	43rd Avenue	51st Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	3	1
	51st Avenue	59th Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	3	1
	59th Avenue	67th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	3	1
	67th Avenue	75th Avenue	2	2	2	<u>2</u>	3	1,2
	75th Avenue	83rd Avenue	2	2	2	<u>2</u>	3	1,2
	83rd Avenue	91st Avenue	2	2	2	<u>2</u>	3	1,2
	91st Avenue	99th Avenue	2	2	2	<u>2</u>	3	1,2
	99th Avenue	107th Avenue	1	2	2	<u>2</u>	3	1,2
	107th Avenue	115th Avenue	1	2	2	<u>2</u>	3	1,2
	115th Avenue	El Mirage Road	1	2	2	<u>2</u>	3	1,2
	El Mirage Road	Dysart Road	1	2	2	2	3	1,2,3
	Dysart Road	Litchfield Road	1	2	2	2	3	1,2,3
	Litchfield Road	Reems Road	1	1	2	2	3	1,2,3
	Reems Road	Sarival Avenue	1	1	1	2	3	1,2,3
	Sarival Avenue	Cotton Lane	1	1	1	1	3	1,2,3
	Cotton Lane	Citrus Road	1	1	1	1	2	1,2,3
	Citrus Road	Perryville Road	1	1	1	1	2	1,2,3
	Perryville Road	Jackrabbit Trail (195th Ave)	1	<u>1</u>	<u>1</u>	1	<u>2</u>	3
	Jackrabbit Trail (195th Ave)	211th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
Northern Avenue EB	43rd Avenue	51st Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	2	1
	51st Avenue	59th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	2	1
	59th Avenue	67th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	2	1
	67th Avenue	75th Avenue	2	2	2	<u>2</u>	3	1,2
	75th Avenue	83rd Avenue	2	2	2	<u>2</u>	3	1,2
	83rd Avenue	91st Avenue	2	2	2	<u>2</u>	3	1,2
	91st Avenue	99th Avenue	2	2	2	<u>2</u>	3	1,2
	99th Avenue	107th Avenue	1	2	2	<u>2</u>	3	1,2
	107th Avenue	115th Avenue	1	2	2	<u>2</u>	3	1,2
	115th Avenue	El Mirage Road	1	2	2	<u>2</u>	3	1,2
	El Mirage Road	Dysart Road	1	2	2	2	3	1,2,3
	Dysart Road	Litchfield Road	1	2	2	2	3	1,2,3
	Litchfield Road	Reems Road	1	1	2	2	3	1,2,3
	Reems Road	Sarival Avenue	1	1	1	2	3	1,2,3
	Sarival Avenue	Cotton Lane	1	1	1	1	3	1,2,3
	Cotton Lane	Citrus Road	1	1	1	1	2	1,2,3
	Citrus Road	Perryville Road	1	1	1	1	2	1,2,3
	Perryville Road	Jackrabbit Trail (195th Ave)	1	<u>1</u>	<u>1</u>	1	<u>2</u>	3
	Jackrabbit Trail (195th Ave)	211th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	

Source 1: City of Glendale Transportation Plan (Dec 200)

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Planned Thru Lanes - Westbound and Eastbound Routes

Segment			EXIST THRU LANES	PLANNED LANES 2003/2006*	PLANNED THRU LANES 2010	PLANNED THRU LANES 2020	PLANNED THRU LANES 2025	SOURCE
NB	FROM	TO						
SB	TO	FROM						
Underlined values are estimated from either the previous "Planned Thru" or are based on an ultimate arterial section of four lanes.								
Dunlap/Olive Avenue WB	43rd Avenue	51st Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	3	1
	51st Avenue	59th Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	3	1
	59th Avenue	67th Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	3	1
	67th Avenue	75th Avenue	2	2	2	<u>2</u>	2	1,2
	75th Avenue	83rd Avenue	2	2	2	<u>2</u>	<u>2</u>	2
	83rd Avenue	91st Avenue	2	2	2	<u>2</u>	<u>2</u>	2
	91st Avenue	99th Avenue	2	2	2	<u>2</u>	<u>2</u>	2
	99th Avenue	107th Avenue	2	2	2	<u>2</u>	<u>2</u>	2
	107th Avenue	115th Avenue	2	2	2	<u>2</u>	<u>2</u>	2
	115th Avenue	El Mirage Road	2	2	2	<u>2</u>	<u>2</u>	2
	El Mirage Road	Dysart Road	1	1	1	<u>2</u>	<u>2</u>	2
	Dysart Road	Litchfield Road	1	1	1	<u>1</u>	1	1,2
	Litchfield Road	Reems Road	1	1	1	<u>1</u>	1	1,2
	Reems Road	Sarival Avenue	1	1	1	<u>1</u>	1	1,2
	Sarival Avenue	Cotton Lane	1	1	1	<u>1</u>	1	1,2
	Cotton Lane	Citrus Road	1	1	1	<u>1</u>	1	1,2
	Citrus Road	Perryville Road	1	1	1	<u>1</u>	1	1,2
	Perryville Road	Jackrabbit Trail (195th Ave)						
Dunlap/Olive Avenue EB	43rd Avenue	51st Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	2	1
	51st Avenue	59th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	2	1
	59th Avenue	67th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	2	1
	67th Avenue	75th Avenue	2	2	2	<u>2</u>	2	1,2
	75th Avenue	83rd Avenue	2	2	2	<u>2</u>	<u>2</u>	2
	83rd Avenue	91st Avenue	2	2	2	<u>2</u>	<u>2</u>	2
	91st Avenue	99th Avenue	2	2	2	<u>2</u>	<u>2</u>	2
	99th Avenue	107th Avenue	2	2	2	<u>2</u>	<u>2</u>	2
	107th Avenue	115th Avenue	2	2	2	<u>2</u>	<u>2</u>	2
	115th Avenue	El Mirage Road	2	2	2	<u>2</u>	<u>2</u>	2
	El Mirage Road	Dysart Road	1	1	1	<u>2</u>	<u>2</u>	2
	Dysart Road	Litchfield Road	1	1	1	<u>1</u>	1	1,2
	Litchfield Road	Reems Road	1	1	1	<u>1</u>	1	1,2
	Reems Road	Sarival Avenue	1	1	1	<u>1</u>	1	1,2
	Sarival Avenue	Cotton Lane	1	1	1	<u>1</u>	1	1,2
	Cotton Lane	Citrus Road	1	1	1	<u>1</u>	1	1,2
	Citrus Road	Perryville Road	1	1	1	<u>1</u>	1	1,2
	Perryville Road	Jackrabbit Trail (195th Ave)						

Source 1: City of Glendale Transportation Plan (Dec 200)
Source 2: Northwest Valley Transportation Study (June 2001)
Source 3: Southwest Valley Transportation Study (1995)

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Appendix 3

Planned Thru Lanes - Westbound and Eastbound Routes

Segment			EXIST THRU LANES	PLANNED LANES 2003/2006*	PLANNED THRU LANES 2010	PLANNED THRU LANES 2020	PLANNED THRU LANES 2025	SOURCE
NB	FROM	TO						
SB	TO	FROM						
Underlined values are estimated from either the previous "Planned Thru" or are based on an ultimate arterial section of four lanes.								
Peoria Avenue WB	43rd Avenue	51st Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	3	1
	51st Avenue	59th Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	3	1
	59th Avenue	67th Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	3	1
	67th Avenue	75th Avenue	2	3	3	<u>3</u>	<u>3</u>	2
	75th Avenue	83rd Avenue	2	3	3	<u>3</u>	<u>3</u>	2
	83rd Avenue	91st Avenue	2	2	2	<u>2</u>	<u>2</u>	2
	91st Avenue	99th Avenue	2	2	2	<u>2</u>	<u>2</u>	2
	99th Avenue	107th Avenue	1	1	2	<u>2</u>	<u>2</u>	2
	107th Avenue	115th Avenue	1	1	1	<u>2</u>	<u>2</u>	2
	115th Avenue	El Mirage Road						2
	El Mirage Road	Dysart Road	1	1	1	<u>2</u>	<u>2</u>	2
	Dysart Road	Litchfield Road	1	2	2	<u>1</u>	1	1,2
	Litchfield Road	Reems Road	1	1	1	<u>1</u>	1	1,2
	Reems Road	Sarival Avenue	1	1	1	<u>1</u>	1	1,2
	Sarival Avenue	Cotton Lane	1	1	1	<u>1</u>	1	1,2
	Cotton Lane	Citrus Road	1	<u>1</u>	1	<u>1</u>	1	1
	Citrus Road	Perryville Road	1	<u>1</u>	<u>1</u>	<u>1</u>	1	1
	Perryville Road	Jackrabbit Trail (195th Ave)	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
Peoria Avenue EB	43rd Avenue	51st Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	2	1
	51st Avenue	59th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	2	1
	59th Avenue	67th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	2	1
	67th Avenue	75th Avenue	2	3	3	<u>3</u>	<u>3</u>	2
	75th Avenue	83rd Avenue	2	3	3	<u>3</u>	<u>3</u>	2
	83rd Avenue	91st Avenue	2	2	2	<u>2</u>	<u>2</u>	2
	91st Avenue	99th Avenue	2	2	2	<u>2</u>	<u>2</u>	2
	99th Avenue	107th Avenue	1	1	2	<u>2</u>	<u>2</u>	2
	107th Avenue	115th Avenue	1	1	1	<u>2</u>	<u>2</u>	2
	115th Avenue	El Mirage Road						2
	El Mirage Road	Dysart Road	1	1	1	<u>2</u>	<u>2</u>	2
	Dysart Road	Litchfield Road	1	2	2	<u>1</u>	1	1,2
	Litchfield Road	Reems Road	1	1	1	<u>1</u>	1	1,2
	Reems Road	Sarival Avenue	1	1	1	<u>1</u>	1	1,2
	Sarival Avenue	Cotton Lane	1	1	1	<u>1</u>	1	1,2
	Cotton Lane	Citrus Road	1	<u>1</u>	1	<u>1</u>	1	1
	Citrus Road	Perryville Road	1	<u>1</u>	<u>1</u>	1	1	1
	Perryville Road	Jackrabbit Trail (195th Ave)	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	

Source 1: City of Glendale Transportation Plan (Dec 200)
Source 2: Northwest Valley Transportation Study (June 2001)
Source 3: Southwest Valley Transportation Study (1995)

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Appendix 3

Planned Thru Lanes - Westbound and Eastbound Routes

Segment			EXIST THRU LANES	PLANNED LANES 2003/2006*	PLANNED THRU LANES 2010	PLANNED THRU LANES 2020	PLANNED THRU LANES 2025	SOURCE
NB	FROM	TO						
SB	TO	FROM						
Underlined values are estimated from either the previous "Planned Thru" or are based on an ultimate arterial section of four lanes.								
Cactus Road WB	43rd Avenue	51st Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	3	
	51st Avenue	59th Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	3	1
	59th Avenue	67th Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	3	1
	67th Avenue	75th Avenue	2	3	3	<u>3</u>	<u>3</u>	2
	75th Avenue	83rd Avenue	2	2	3	<u>3</u>	<u>3</u>	2
	83rd Avenue	91st Avenue	2	2	2	<u>2</u>	<u>2</u>	2
	91st Avenue	99th Avenue						
	115th Avenue	El Mirage Road	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	El Mirage Road	Dysart Road	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	Dysart Road	Litchfield Road	1	1	1	2	<u>2</u>	2
	Litchfield Road	Reems Road	1	1	1	2	<u>2</u>	2
	Reems Road	Sarival Avenue	1	1	1	2	<u>2</u>	2
	Sarival Avenue	Cotton Lane	1	1	1	<u>2</u>	<u>2</u>	2
	Cotton Lane	Citrus Road	1	<u>1</u>	1	<u>2</u>	<u>2</u>	2
	Citrus Road	Perryville Road	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	Perryville Road	Jackrabbit Trail (195th Ave)	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
Cactus Road EB	43rd Avenue	51st Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	51st Avenue	59th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	2	1
	59th Avenue	67th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	2	1
	67th Avenue	75th Avenue	2	3	3	<u>3</u>	<u>3</u>	2
	75th Avenue	83rd Avenue	2	2	3	<u>3</u>	<u>3</u>	2
	83rd Avenue	91st Avenue	2	2	2	<u>2</u>	<u>2</u>	2
	91st Avenue	99th Avenue						
	115th Avenue	El Mirage Road	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	El Mirage Road	Dysart Road	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	Dysart Road	Litchfield Road	1	1	1	<u>2</u>	<u>2</u>	2
	Litchfield Road	Reems Road	1	1	1	<u>2</u>	<u>2</u>	2
	Reems Road	Sarival Avenue	1	1	1	2	<u>2</u>	2
	Sarival Avenue	Cotton Lane	1	1	1	2	<u>2</u>	2
	Cotton Lane	Citrus Road	1	<u>1</u>	1	2	<u>2</u>	2
	Citrus Road	Perryville Road	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	Perryville Road	Jackrabbit Trail (195th Ave)	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	

Source 1: City of Glendale Transportation Plan (Dec 200)
Source 2: Northwest Valley Transportation Study (June 2001)
Source 3: Southwest Valley Transportation Study (1995)

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Appendix 3

Planned Thru Lanes - Westbound and Eastbound Routes

Segment			EXIST THRU LANES	PLANNED LANES 2003/2006*	PLANNED THRU LANES 2010	PLANNED THRU LANES 2020	PLANNED THRU LANES 2025	SOURCE
NB	FROM	TO						
SB	TO	FROM						
Underlined values are estimated from either the previous "Planned Thru" or are based on an ultimate arterial section of four lanes.								
Thunderbird Road/Waddell Road WB	43rd Avenue	51st Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	
	51st Avenue	59th Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	3	1
	59th Avenue	67th Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	3	1
	67th Avenue	75th Avenue	2	2	3	<u>3</u>	<u>3</u>	2
	75th Avenue	83rd Avenue	2	2	3	<u>3</u>	<u>3</u>	2
	83rd Avenue	91st Avenue	2	3	3	<u>3</u>	<u>3</u>	2
	91st Avenue	99th Avenue	2	3	3	<u>3</u>	<u>3</u>	2
	99th Avenue	107th Avenue	2	2	3	<u>3</u>	<u>3</u>	2
	107th Avenue	115th Avenue	1	1	<u>2</u>	<u>2</u>	<u>2</u>	2
	115th Avenue	El Mirage Road	2	1	<u>2</u>	<u>2</u>	<u>2</u>	2
	El Mirage Road	Dysart Road	1	1	1	<u>2</u>	<u>2</u>	2
	Dysart Road	Litchfield Road	1	1	1	<u>2</u>	<u>2</u>	2
	Litchfield Road	Reems Road	1	1	1	<u>2</u>	<u>2</u>	2
	Reems Road	Sarival Avenue	1	1	1	<u>2</u>	<u>2</u>	2
	Sarival Avenue	Cotton Lane	1	1	1	<u>2</u>	<u>2</u>	2
	Cotton Lane	Citrus Road	1	<u>1</u>	1	<u>2</u>	<u>2</u>	2
	Citrus Road	Perryville Road						
Thunderbird Road/Waddell Road EB	43rd Avenue	51st Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	
	51st Avenue	59th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	2	1
	59th Avenue	67th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	2	1
	67th Avenue	75th Avenue	2	2	3	<u>3</u>	<u>3</u>	2
	75th Avenue	83rd Avenue	2	2	3	<u>3</u>	<u>3</u>	2
	83rd Avenue	91st Avenue	2	3	3	<u>3</u>	<u>3</u>	2
	91st Avenue	99th Avenue	2	3	3	<u>3</u>	<u>3</u>	2
	99th Avenue	107th Avenue	2	2	3	<u>3</u>	<u>3</u>	2
	107th Avenue	115th Avenue	1	1	<u>2</u>	<u>2</u>	<u>2</u>	2
	115th Avenue	El Mirage Road	2	1	<u>2</u>	<u>2</u>	<u>2</u>	2
	El Mirage Road	Dysart Road	1	1	1	<u>2</u>	<u>2</u>	2
	Dysart Road	Litchfield Road	1	1	1	<u>2</u>	<u>2</u>	2
	Litchfield Road	Reems Road	1	1	1	<u>2</u>	<u>2</u>	2
	Reems Road	Sarival Avenue	1	1	1	<u>2</u>	<u>2</u>	2
	Sarival Avenue	Cotton Lane	1	1	1	<u>2</u>	<u>2</u>	2
	Cotton Lane	Citrus Road	1	<u>1</u>	1	<u>2</u>	<u>2</u>	2
	Citrus Road	Perryville Road						

Source 1: City of Glendale Transportation Plan (Dec 200)
Source 2: Northwest Valley Transportation Study (June 2001)
Source 3: Southwest Valley Transportation Study (1995)

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Planned Thru Lanes - Westbound and Eastbound Routes

Segment			EXIST THRU LANES	PLANNED LANES 2003/2006*	PLANNED THRU LANES 2010	PLANNED THRU LANES 2020	PLANNED THRU LANES 2025	SOURCE
NB	FROM	TO						
SB	TO	FROM						
Underlined values are estimated from either the previous "Planned Thru" or are based on an ultimate arterial section of four lanes.								
Greenway Road WB	43rd Avenue	51st Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	51st Avenue	59th Avenue	2	<u>2</u>	4	<u>3</u>	2	1
	59th Avenue	67th Avenue	2	<u>2</u>	4	<u>3</u>	2	1
	67th Avenue	75th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	2	
	75th Avenue	83rd Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	2	
	115th Avenue	El Mirage Road						
	El Mirage Road	Dysart Road	1	2	2	<u>2</u>	<u>2</u>	2
	Dysart Road	Litchfield Road	2	2	2	<u>2</u>	<u>2</u>	2
	Litchfield Road	Reems Road	1	1	2	<u>2</u>	<u>2</u>	2
	Reems Road	Sarival Avenue	2	2	2	<u>2</u>	<u>2</u>	2
	Sarival Avenue	Cotton Lane	1	1	1	<u>2</u>	<u>2</u>	2
	Cotton Lane	Citrus Road	1	<u>1</u>	1	<u>2</u>	<u>2</u>	2
	Citrus Road	Jackrabbit Trail (195th Ave)	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
Greenway Road EB	43rd Avenue	51st Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	51st Avenue	59th Avenue	2	<u>2</u>	4	<u>3</u>	2	1
	59th Avenue	67th Avenue	2	<u>2</u>	4	<u>3</u>	2	1
	67th Avenue	75th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	75th Avenue	83rd Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	115th Avenue	El Mirage Road						
	El Mirage Road	Dysart Road	1	2	2	<u>2</u>	<u>2</u>	2
	Dysart Road	Litchfield Road	2	2	2	<u>2</u>	<u>2</u>	2
	Litchfield Road	Reems Road	1	1	2	<u>2</u>	<u>2</u>	2
	Reems Road	Sarival Avenue	2	2	2	<u>2</u>	<u>2</u>	2
	Sarival Avenue	Cotton Lane	1	1	1	<u>2</u>	<u>2</u>	2
	Cotton Lane	Citrus Road	1	<u>1</u>	1	<u>2</u>	<u>2</u>	2
	Citrus Road	Jackrabbit Trail (195th Ave)	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	

Source 1: City of Glendale Transportation Plan (Dec 200)

Source 2: Northwest Valley Transportation Study (June 2001)

Source 3: Southwest Valley Transportation Study (1995)

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Appendix 3

Planned Thru Lanes - Westbound and Eastbound Routes

Segment			EXIST THRU LANES	PLANNED LANES 2003/2006*	PLANNED THRU LANES 2010	PLANNED THRU LANES 2020	PLANNED THRU LANES 2025	SOURCE
NB	FROM	TO						
SB	TO	FROM						
Underlined values are estimated from either the previous "Planned Thru" or are based on an ultimate arterial section of four lanes.								
Bell Road WB	43rd Avenue	51st Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	
	51st Avenue	59th Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	3	1
	59th Avenue	67th Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	3	1
	67th Avenue	75th Avenue	3	3	3	<u>3</u>	3	1,2
	75th Avenue	83rd Avenue	4	4	4	<u>4</u>	3	1,2
	83rd Avenue	91st Avenue	3	3	3	<u>3</u>	<u>3</u>	2
	91st Avenue	99th Avenue	3	3	3	<u>3</u>	<u>3</u>	2
	99th Avenue	107th Avenue	3	3	3	<u>3</u>	<u>3</u>	2
	107th Avenue	115th Avenue	3	4	4	<u>4</u>	<u>4</u>	2
	115th Avenue	El Mirage Road	3	4	4	<u>4</u>	<u>4</u>	2
	El Mirage Road	Dysart Road	3	3	3	<u>3</u>	<u>3</u>	2
	Dysart Road	Litchfield Road	3	3	3	<u>3</u>	<u>3</u>	2
	Litchfield Road	Reems Road	3	3	3	<u>3</u>	<u>3</u>	2
	Reems Road	Sarival Avenue	3	3	3	<u>3</u>	<u>3</u>	2
	Sarival Avenue	Cotton Lane	3	3	3	<u>3</u>	<u>3</u>	2
	Cotton Lane	Citrus Road	3	3	3	<u>3</u>	<u>3</u>	2
	Citrus Road	Perryville Road	2	3	3	<u>3</u>	<u>3</u>	2
	Perryville Road	Jackrabbit Trail (195th Ave)	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
Bell Road EB	43rd Avenue	51st Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	
	51st Avenue	59th Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	3	1
	59th Avenue	67th Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	3	1
	67th Avenue	75th Avenue	3	3	3	<u>3</u>	3	1,2
	75th Avenue	83rd Avenue	4	4	4	<u>4</u>	3	1,2
	83rd Avenue	91st Avenue	3	3	3	<u>3</u>	<u>3</u>	2
	91st Avenue	99th Avenue	3	3	3	<u>3</u>	<u>3</u>	2
	99th Avenue	107th Avenue	3	3	3	<u>3</u>	<u>3</u>	2
	107th Avenue	115th Avenue	3	4	4	<u>4</u>	<u>4</u>	2
	115th Avenue	El Mirage Road	3	4	4	<u>4</u>	<u>4</u>	2
	El Mirage Road	Dysart Road	3	3	3	<u>3</u>	<u>3</u>	2
	Dysart Road	Litchfield Road	3	3	3	<u>3</u>	<u>3</u>	2
	Litchfield Road	Reems Road	3	3	3	<u>3</u>	<u>3</u>	2
	Reems Road	Sarival Avenue	3	3	3	<u>3</u>	<u>3</u>	2
	Sarival Avenue	Cotton Lane	3	3	3	<u>3</u>	<u>3</u>	2
	Cotton Lane	Citrus Road	3	3	3	<u>3</u>	<u>3</u>	2
	Citrus Road	Perryville Road	2	3	3	<u>3</u>	<u>3</u>	2
	Perryville Road	Jackrabbit Trail (195th Ave)	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	

Source 1: City of Glendale Transportation Plan (Dec 200)
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Planned Thru Lanes - Westbound and Eastbound Routes

Segment			EXIST THRU LANES	PLANNED LANES 2003/2006*	PLANNED THRU LANES 2010	PLANNED THRU LANES 2020	PLANNED THRU LANES 2025	SOURCE
NB	FROM	TO						
SB	TO	FROM						
Underlined values are estimated from either the previous "Planned Thru" or are based on an ultimate arterial section of four lanes.								
Union Hills Drive WB	43rd Avenue	51st Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	51st Avenue	59th Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	3	1
	59th Avenue	67th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	2	1
	67th Avenue	75th Avenue	2	2	2	<u>2</u>	2	1,2
	75th Avenue	83rd Avenue	2	2	2	<u>2</u>	2	1,2
	83rd Avenue	91st Avenue	2	2	3	<u>3</u>	<u>3</u>	2
	91st Avenue	99th Avenue	2	2	3	<u>3</u>	<u>3</u>	2
	99th Avenue	107th Avenue	1	2	2	<u>2</u>	<u>2</u>	2
	107th Avenue	115th Avenue	1	1	1	<u>2</u>	<u>2</u>	2
	115th Avenue	El Mirage Road						
Union Hills Drive EB	43rd Avenue	51st Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	51st Avenue	59th Avenue	3	<u>3</u>	<u>3</u>	<u>3</u>	3	1
	59th Avenue	67th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	2	1
	67th Avenue	75th Avenue	2	2	2	<u>2</u>	2	1,2
	75th Avenue	83rd Avenue	2	2	2	<u>2</u>	2	1,2
	83rd Avenue	91st Avenue	2	2	3	<u>3</u>	<u>3</u>	2
	91st Avenue	99th Avenue	2	2	3	<u>3</u>	<u>3</u>	2
	99th Avenue	107th Avenue	1	2	2	<u>2</u>	<u>2</u>	2
	107th Avenue	115th Avenue	1	<u>1</u>	1	<u>2</u>	<u>2</u>	2
	115th Avenue	El Mirage Road						
Beardsley Road WB	43rd Avenue	51st Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	51st Avenue	59th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	59th Avenue	67th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	67th Avenue	75th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	75th Avenue	83rd Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	83rd Avenue	91st Avenue	1	2	2	<u>2</u>	<u>2</u>	2
	91st Avenue	99th Avenue	2	2	2	<u>2</u>	<u>2</u>	2
	99th Avenue	107th Avenue	2	2	2	<u>2</u>	<u>2</u>	2
	107th Avenue	115th Avenue	2	1	1	<u>2</u>	<u>2</u>	2
Beardsley Road EB	43rd Avenue	51st Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	51st Avenue	59th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	59th Avenue	67th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	67th Avenue	75th Avenue	2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	75th Avenue	83rd Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	83rd Avenue	91st Avenue	1	2	2	<u>2</u>	<u>2</u>	2
	91st Avenue	99th Avenue	2	2	2	<u>2</u>	<u>2</u>	2
	99th Avenue	107th Avenue	2	2	2	<u>2</u>	<u>2</u>	2
	107th Avenue	115th Avenue	2	1	1	<u>2</u>	<u>2</u>	2

Source 1: City of Glendale Transportation Plan (Dec 200)

Source 2: Northwest Valley Transportation Study (June 2001)

Source 3: Southwest Valley Transportation Study (1995)

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Appendix 3

Planned Thru Lanes - Westbound and Eastbound Routes

Segment			EXIST THRU LANES	PLANNED LANES 2003/2006*	PLANNED THRU LANES 2010	PLANNED THRU LANES 2020	PLANNED THRU LANES 2025	SOURCE
NB	FROM	TO						
SB	TO	FROM						
Underlined values are estimated from either the previous "Planned Thru" or are based on an ultimate arterial section of four lanes.								
Deer Valley Road WB	59th Avenue	67th Avenue					1	1
	67th Avenue	75th Avenue	2	2	2	<u>2</u>	2	1,2
	75th Avenue	83rd Avenue	2	2	2	<u>2</u>	<u>2</u>	2
	83rd Avenue	91st Avenue	1	2	2	<u>2</u>	<u>2</u>	2
	91st Avenue	99th Avenue	1	1	<u>2</u>	<u>2</u>	<u>2</u>	2
	99th Avenue	107th Avenue		1	<u>2</u>	<u>2</u>	<u>2</u>	2
	107th Avenue	115th Avenue		1	<u>2</u>	<u>2</u>	<u>2</u>	
	115th Avenue	El Mirage Road						
	El Mirage Road	Dysart Road		1	1	<u>2</u>	<u>2</u>	2
	Dysart Road	Litchfield Road		1	1	<u>2</u>	<u>2</u>	2
	Litchfield Road	Reems Road		2	2	<u>2</u>	<u>2</u>	2
	Reems Road	Sarival Avenue						
	Sarival Avenue	Cotton Lane		1	1	<u>2</u>	<u>2</u>	2
	Cotton Lane	Citrus Road		1	1	<u>2</u>	<u>2</u>	2
	Citrus Road	Perryville Road		1	1	<u>2</u>	<u>2</u>	2
	Perryville Road	Jackrabbit Trail (195th Ave)						
Deer Valley Road EB	59th Avenue	67th Avenue					1	1
	67th Avenue	75th Avenue	2	2	2	<u>2</u>	<u>2</u>	1,2
	75th Avenue	83rd Avenue	2	2	2	<u>2</u>	<u>2</u>	2
	83rd Avenue	91st Avenue	1	2	2	<u>2</u>	<u>2</u>	2
	91st Avenue	99th Avenue	1	1	<u>2</u>	<u>2</u>	<u>2</u>	2
	99th Avenue	107th Avenue		1	<u>2</u>	<u>2</u>	<u>2</u>	2
	107th Avenue	115th Avenue		1	<u>2</u>	<u>2</u>	<u>2</u>	
	115th Avenue	El Mirage Road						
	El Mirage Road	Dysart Road		1	1	<u>2</u>	<u>2</u>	2
	Dysart Road	Litchfield Road		1	1	<u>2</u>	<u>2</u>	2
	Litchfield Road	Reems Road		2	2	<u>2</u>	<u>2</u>	2
	Reems Road	Sarival Avenue						
	Sarival Avenue	Cotton Lane		1	1	<u>2</u>	<u>2</u>	2
	Cotton Lane	Citrus Road		1	1	<u>2</u>	<u>2</u>	2
	Citrus Road	Perryville Road		1	1	<u>2</u>	<u>2</u>	2
	Perryville Road	Jackrabbit Trail (195th Ave)						
Pinnacle Peak Rd WB	51st Avenue	59th Avenue	1	1	1	<u>2</u>	<u>2</u>	2
	59th Avenue	67th Avenue						
	67th Avenue	75th Avenue	1	1	1	<u>1</u>	1	1,2
	75th Avenue	83rd Avenue	1	1	1	<u>2</u>	<u>2</u>	2
	83rd Avenue	91st Avenue	1	1	1	<u>2</u>	<u>2</u>	2
	91st Avenue	99th Avenue	1	1	2	<u>2</u>	<u>2</u>	2
	99th Avenue	107th Avenue						
Pinnacle Peak Rd EB	51st Avenue	59th Avenue	1	1	1	<u>2</u>	<u>2</u>	2
	59th Avenue	67th Avenue						
	67th Avenue	75th Avenue	1	1	1	<u>1</u>	1	1,2
	75th Avenue	83rd Avenue	1	1	1		<u>2</u>	2
	83rd Avenue	91st Avenue	1	1	1		<u>2</u>	2

Source 1: City of Glendale Transportation Plan (Dec 2000)

Source 2: Northwest Valley Transportation Study (June 2001)

Source 3: Southwest Valley Transportation Study (1995)

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Planned Thru Lanes - Westbound and Eastbound Routes

Segment			EXIST THRU LANES	PLANNED LANES 2003/2006*	PLANNED THRU LANES 2010	PLANNED THRU LANES 2020	PLANNED THRU LANES 2025	SOURCE
NB	FROM	TO						
SB	TO	FROM						
Underlined values are estimated from either the previous "Planned Thru" or are based on an ultimate arterial section of four lanes.								
<u>1</u>	99th Avenue	107th Avenue						

Source 1: City of Glendale Transportation Plan (Dec 200)
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Planned Thru Lanes - Westbound and Eastbound Routes

Segment			EXIST THRU Lanes	PLANNED Lanes 2003/2006*	PLANNED THRU Lanes 2010	PLANNED THRU Lanes 2020	PLANNED THRU Lanes 2025	SOURCE
NB	FROM	TO						
SB	TO	FROM						
Underlined values are estimated from either the previous "Planned Thru" or are based on an ultimate arterial section of four lanes.								
Happy Valley Road WB	51st Avenue	55th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	55th Avenue	61st Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	61st Avenue	67th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	67th Avenue	75th Avenue	1	<u>1</u>	1	<u>2</u>	<u>2</u>	2
	83rd Avenue	91st Avenue	1	<u>1</u>	1	<u>2</u>	<u>2</u>	2
	91st Avenue	99th Avenue	1	<u>1</u>	1	<u>2</u>	<u>2</u>	2
	99th Avenue	107th Avenue						
	US 60/Grand Avenue	195th Avenue	1	<u>1</u>	1	<u>2</u>	<u>2</u>	2
	195th Avenue	211th Avenue	1	<u>1</u>	1	<u>2</u>	<u>2</u>	2
	211th Avenue	219th Avenue	1	<u>1</u>	1	<u>2</u>	<u>2</u>	2
Happy Valley Road EB	51st Avenue	55th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	55th Avenue	61st Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	61st Avenue	67th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	67th Avenue	75th Avenue	1	<u>1</u>	1	<u>2</u>	<u>2</u>	2
	83rd Avenue	91st Avenue	1	<u>1</u>	1	<u>2</u>	<u>2</u>	2
	91st Avenue	99th Avenue	1	<u>1</u>	1	<u>2</u>	<u>2</u>	2
	99th Avenue	107th Avenue						
	US 60/Grand Avenue	195th Avenue	1	<u>1</u>	1	<u>2</u>	<u>2</u>	2
	195th Avenue	211th Avenue	1	<u>1</u>	1	<u>2</u>	<u>2</u>	2
	211th Avenue	219th Avenue	1	<u>1</u>	1	<u>2</u>	<u>2</u>	2

Source 1: City of Glendale Transportation Plan (Dec 200)

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Planned Thru Lanes - Westbound and Eastbound Routes

Segment			EXIST THRU LANES	PLANNED LANES 2003/2006*	PLANNED THRU LANES 2010	PLANNED THRU LANES 2020	PLANNED THRU LANES 2025	SOURCE
NB	FROM	TO						
SB	TO	FROM						
Underlined values are estimated from either the previous "Planned Thru" or are based on an ultimate arterial section of four lanes.								
Jomax Road WB	63rd Avenue	67th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	67th Avenue	75th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	91st Avenue	99th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	99th Avenue	107th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	107th Avenue	115th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	Litchfield Road	155th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	155th Avenue	163rd Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	163rd Avenue	Citrus Road						
	US 60/Grand Avenue	195th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	195th Avenue	211th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
Jomax Road EB	63rd Avenue	67th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	67th Avenue	75th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	91st Avenue	99th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	99th Avenue	107th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	107th Avenue	115th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	Litchfield Road	155th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	155th Avenue	163rd Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	163rd Avenue	Citrus Road						
	US 60/Grand Avenue	195th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	195th Avenue	211th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
Patton Road WB	US 60/Grand Avenue	195th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	195th Avenue	203rd Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	203rd Avenue	207th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	207th Avenue	211th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	211th Avenue		1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
Patton Road EB	US 60/Grand Avenue	195th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	195th Avenue	203rd Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	203rd Avenue	207th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	207th Avenue	211th Avenue	1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
	211th Avenue		1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	

Source 1: City of Glendale Transportation Plan (Dec 200)
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Planned Thru Lanes - Westbound and Eastbound Routes

Segment			EXIST THRU LANES	PLANNED LANES 2003/2006*	PLANNED THRU LANES 2010	PLANNED THRU LANES 2020	PLANNED THRU LANES 2025	SOURCE
NB	FROM	TO						
SB	TO	FROM						
Underlined values are estimated from either the previous "Planned Thru" or are based on an ultimate arterial section of four lanes.								
Carefree Highway (74) WB	5100 W	5500 W	1	1	1	1	<u>2</u>	2
	5500 W	6700 W	1	1	1	1	<u>2</u>	2
	6700 W	7500 W	1	1	1	1	<u>2</u>	2
	7500 W	8300 W	1	1	1	1	<u>2</u>	2
	8300 W	Lake Pleasant Road	1	1	1	1	<u>2</u>	2
	Lake Pleasant Road	9100 W	1	1	1	1	<u>2</u>	2
Carefree Highway (74) EB	5100 W	5500 W	1	1	1	1	<u>2</u>	2
	5500 W	6700 W	1	1	1	1	<u>2</u>	2
	6700 W	7500 W	1	1	1	1	<u>2</u>	2
	7500 W	8300 W	1	1	1	1	<u>2</u>	2
	8300 W	Lake Pleasant Road	1	1	1	1	<u>2</u>	2
	Lake Pleasant Road	9100 W	1	1	1	1	<u>2</u>	2
R.H. Johnson Boulevard NB	Bell Road	Garden Drive	3	3	3	<u>3</u>	<u>3</u>	2
	Garden Drive	Camino Del Sol	3	3	3	<u>3</u>	<u>3</u>	2
	Camino Del Sol	Meeker Boulevard	3	3	3	<u>3</u>	<u>3</u>	2
	Meeker Boulevard	Stardust Boulevard	2	2	2	<u>2</u>	<u>2</u>	2
	Stardust Boulevard	Grand Avenue	2	2	2	<u>2</u>	<u>2</u>	2
R.H. Johnson Boulevard SB	Bell Road	Garden Drive	3	3	3	<u>3</u>	<u>3</u>	2
	Garden Drive	Camino Del Sol	3	3	3	<u>3</u>	<u>3</u>	2
	Camino Del Sol	Meeker Boulevard	3	3	3	<u>3</u>	<u>3</u>	2
	Meeker Boulevard	Stardust Boulevard	2	2	2	<u>2</u>	<u>2</u>	2
	Stardust Boulevard	Grand Avenue	2	2	2	<u>2</u>	<u>2</u>	2
Constellation Rd WB from Vulture Mine Rd to US 60			2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
Constellation Rd EB from US 60 to Vulture Mine Rd			2	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	
US Route 93 WB from Constellation Rd to Rincon Rd			1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
US Route 93 WB from Rincon Rd to Vulture Mine Rd			1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
US Route 93 EB from Vulture Mine Rd to Rincon Rd			1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
US Route 93 WB from Rincon Rd to Constellation Rd			1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
Vulture Mine Rd NB from US Route 60 to US Route 93			1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	
Vulture Mine Rd SB from US Route 93 to US Route 60			1	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	

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GLOSSARY

Segment	Denotes the section of road being surveyed between two intersections		
Exist Thru Lanes	The prevailing number of thru lanes in one direction between specified intersections		
Speed Limit (mph)	The prevailing posted speed limit in one direction between specified intersections. Given in miles per hour		
Pavement Survey	The prevailing condition of pavement, Good, Fair, or Poor, in one direction between specified intersections. Criteria for Good, Fair, and Poor given below		
	Good	Fair	Poor
Alligator cracking	Less than 1ln ft of cracking/sq yd Cracks less than 1/16" wide	Between 1 & 5 linear feet of cracking/sq yd of pavement Cracks between 1/16" and 1/8" wide	More than 5 ln ft of cracking/sq yd of pavement Cracks more than 1/8" wide
Rutting and swelling	Depth of rut or swell negligible	Depth of rut or swell less than 1/2"	Depth of rut or swell more than 1/2"
Raveling and weathering	No loose aggregate Pavement appears to be less than 1 year old	Minimal loose aggregate Some appearance of aging and weathering	Loose aggregate Road appears old and weathered
Potholes	No potholes	Few potholes with minimal effect to drivability	Potholes apparent and cause driver distraction
Patch Conditions	Patches have smooth transition Patches at grade with roadway surface	Patches have minor transition Patches have minor grade difference with roadway	Transverse cracking in patches or rough transition Patch not at roadway grade
Discontinuous Section	Denotes whether section between the two specified intersections is existent, and if it is non-existent, why. Examples of obstructions that were observed include canals, rivers, and mountains		
Bus Bay Pull-outs	Denotes the number bus bay pullouts and bus stops in one direction between specified intersections. i.e.. <i>There are 2 pullouts and 5 bus stops on one side of the road; the Bus Bay Pull-outs is reported as 2 of 5.</i> <i>Definition: bus bay pull out - a lane or out-cove designed for a bus to pull out of the main flow of traffic.</i>		
Median Type	Denotes the type of median between two specified intersections. Median type is the same for both directions in the same segment. Possible median types are Two-Way Turn, Raised, None, or <i>specified</i>		
Side Walk	Denotes whether sidewalk is present on the specified side of the road between two specified intersections.		
Curb/Gutter	Denotes whether Curb and Gutter is present on the specified side of the road between two specified intersections.		
Bike Lane	Denotes whether a Bike Lane or Bike Route is present on the specified side of the road between two specified intersections. <i>Definition: bike lane - has a minimum width of 5 feet, pavement marked with "diamonds", and a "BIKE LANE" sign is posted.</i> <i>Definition: bike route - has a green "BIKE ROUTE" sign posted</i>		